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# WELCOME

To Europe's best motor boat magazine

At time of writing I am gearing up for what is turning out to be quite a mission. A cruise along the South Coast from Poole to Portsmouth wouldn't normally merit a mention but this one holds a special meaning for me because I will be doing it on board *Isabel*, my grandfather's open wooden motor launch.

She has been in the family since he bought her in the late 1940s and when he passed away in 1977 at the age of 96, we decided to hang on to her. She has stayed in Poole ever since, where all 110 or so of his descendants continue to use her.

Because we have all grown up with *Isabel*, she has never felt or been treated like a classic boat. She's just *Isabel*, a knockabout launch that gets used for everything from mackerel fishing to Studland picnics, but after more than 65 years of continual service she's in need of a bit of TLC. That's why I've booked her into the International Boatbuilding Training College at Portsmouth's historic naval dockyard for a winter refit.

We could have trucked her there but that would have felt like a cop-out. The fact that she hasn't been past Swanage to the west or Bournemouth to the east since Churchill left office only adds to the sense of adventure. I've recruited two cousins to help crew and a third to accompany us in his 27ft motor cruiser in case of unexpected problems. All week we've been keeping an eye on the weather and making plans for the trip – with particular emphasis on victualling!

The truth is that I am looking forward to this cruise as much as any number of exotic trips overseas to drive boats four times her size and a hundred times her value. And I'm telling you this as a pertinent reminder that boating has very little to do with the boat itself and everything to do with the pleasure of spending time on the water in the company of people you like. Bon voyage!

*Hugo Andrae*



*"A cruise from Poole to Portsmouth wouldn't normally merit a mention but this one holds a special meaning for me"*

## THE BEST VIDEOS WITH THIS ISSUE



**CAMEL TROPHY** Professional filmmaker John Boyle continues his epic delivery cruise from Mallorca to the UK, but not before an unscheduled stop in Africa to try the local transport.



mby.com/v39b



**FAIRLINE TARGA 53** The Oundle yard is determined to recapture its reputation for building 'driver's boats' and in this short film Jack Haines puts these claims to the test.



mby.com/sibs15



**SEALINE C330** Watch how this 33ft coupé transforms from a snug all-weather coupé into a bright and breezy open sportsboat thanks to a host of clever new features.



mby.com/sc330



A man with dark, curly hair is sitting on a stone ledge, looking out over a large body of water towards a range of mountains. He is wearing a light blue button-down shirt over a white t-shirt and blue trousers. A pair of headphones is around his neck. To his right is a large, textured stone column. The sky is filled with soft, white clouds, and the water reflects the light. The overall mood is peaceful and contemplative.

BEING ITALIAN.





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*The boats, the places, the people and their stories*

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## FIND ME A USED... Affordable coupé

### KEY CRITERIA

- Well protected accommodation
- Compact size
- Practical layout



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# BIGPICTURE

*The image that really rocked our boat this month*





An aerial photograph of a Norwegian fjord. In the foreground, a steep, rocky cliff edge with some green vegetation is visible on the left. A small group of people is gathered on a flat, light-colored rock outcrop at the edge of the cliff. The fjord itself is a deep blue-green color, with a small boat leaving a white wake in the middle. The surrounding mountains are rugged, with patches of green forest and exposed grey rock. The sky is filled with white and grey clouds.

# Pining for the fjords

*Norway's spectacular cruising grounds*

Everybody loves a good wake shot but rarely do we get to enjoy them from such an unusual perspective or against such a spectacular backdrop. This was taken in Stavanger Bay, Norway and shows locals relaxing on Pulpit Rock, a flat granite outcrop overlooking Lysefjord. Peter Cumberlidge enjoyed a cruise around the bay earlier this summer and as his account on p42-48 makes clear, it's just one of countless reasons to add this spectacular destination to your cruising bucket list.





## Southampton show boost

*Major yards resoundingly upbeat as Britain's biggest boat show gets off to a great start*

Britain's *Got Talent* winners Collabro may have opened proceedings on the Sunseeker stand but it was the boats and their builders that took star billing at the 47th Southampton Boat Show, writes Philip Reynolds.

There were launches and landmarks to celebrate and a stunning display by the Red Arrows to put a smile on the face of the British marine industry that not even the ominous grey clouds that gathered above the Solent Park Marina at the end of the opening day of the show could dissipate.

Princess Yachts, which is celebrating its 50th anniversary, took the wraps off the V58 and S65 at Southampton, lending credence to sales director Will Green's claim that the yard has "never had such a strong product line-up".

He hailed the resin-infused S65 as the "most complete Princess ever launched", and announced a raft of new products following hot on its heels. First to be unveiled at the London Show in January will be a brand new 75 motor yacht and a week later a 30m raised pilothouse motor yacht will make its debut in Düsseldorf.

MBY readers will also be interested

by the prospect of a new Princess 49 flybridge. Based on the same hull as the successful V48 sports cruiser, it will be the yard's first ever pod-driven flybridge. The restoration of its original boat, Project 31, named *Charlotte* and recently unveiled at Cannes, bolstered the feeling of fortunes restored to an industry that like many since the global banking crisis of 2008 had been in the economic doldrums.

The message from Sunseeker International was equally upbeat. Phil Popham, the CEO who joined from Jaguar Land-Rover at the beginning of the year, called it "a time of change and investment".

The Poole-based builder, which recently celebrated building its hundredth boat over 100ft, may not have been unveiling any new models at the show but its order book is going from strength to strength.

Popham said that forward orders were up by 70% globally, driven by a 53% leap in the US and an astonishing 161% in the Asia Pacific region. For more on Sunseeker's plans for the future, read our full interview with Phil Popham on p16.

Not to be outdone, Fairline Boats got in on the act with the world premiere of its Targa 53GT. Douglas Culverwell, the Oundle builder's sales and marketing director, described it as a "category-defining boat" and hailed the resin-infused, monocoque construction, finished with an eye-catching blue hull, as a landmark boat for the company.

An Open version of the 53 will be unveiled later this year with the flybridge Squadron model due to be shown off at the London Boat Show in January 2016.

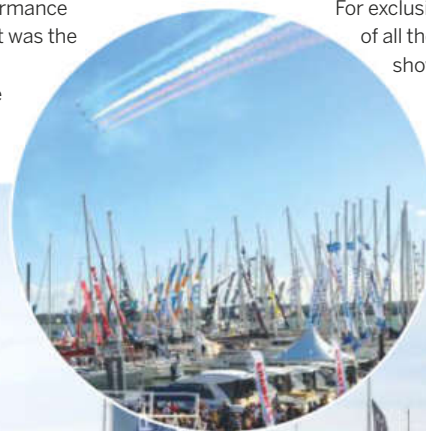
Even Pearl got in on the act, exhibiting an open-plan version of its 75 motor yacht and unveiling renderings of a striking new 95 raised pilothouse model with a class-beating beach club transom complete with folding tender docks and a fully equipped bar.

It wasn't just the builders of big boats who were celebrating at Southampton either. Matthew Hornsby, director of Williams Performance Tenders, said it was the best business climate for five years and "a great time to

bring out new boats". He unveiled his company's latest model, the Sportjet 400, a crossover that serves as a yacht tender or standalone boat. More intriguingly, he announced a brand new range of completely original jet-powered tenders developed in partnership with BRP that would sit alongside its existing Turbojet tenders. No images or details have yet been released but he promised to elaborate further at the London show.

Perhaps the most boldest revelation of the day, certainly the most enigmatic, came from Fabio Marcellino, the designer bringing some Italian flair to Bavaria. He revealed that the German yard was planning to launch a brand new range of long-range cruising motor boats code-named DA10, which he claimed was a project so ambitious it would revolutionise the marine industry and was nothing less than "a game changer". We wait to hear more.

For exclusive drives and details of all the new boats at the show, turn to p20.



The Red Arrows took to the skies on the first Saturday of the show

Fairline was one of several British yards launching new models at the show





## UK NEWS

## Vector wins CTC

Comfortable triumph in classic race **P12**



## WORLD NEWS

## Cream of Cannes

Positive outlook from all the major yards **P14**



## THE TRUTH ABOUT

## Sunseeker's future

What does 2016 hold for the British brand? **P16**



# Navitus Bay plans sunk

## No go for offshore wind farm

Local politicians have reacted with relief and delight after the Government rejected plans to build the UK's largest offshore windfarm between the Isle of Wight and the Jurassic Coast.

Navitus Bay would have comprised 121 turbines measuring up to 650ft in height, but the Secretary of State for Energy and Climate Change has quashed the plans following widespread opposition. The decision was taken last month after the Planning Inspectorate took the unprecedented step of recommending that the plans be refused. All 42 of the "nationally significant infrastructure project" applications received up to this point had been recommended for approval by the PI.

Professor Andrew Langley from protest group Challenge Navitus said: "We regret that so much time and effort has been put into examining a proposal that was clearly flawed from the outset and in a zone that should never have been included in the national offshore wind farm plan. We call on the developer to accept the government's decision and abandon its plans for good."

EDF and Eneco, who were behind the Navitus Bay proposal, now have six weeks to launch a judicial appeal, however this can only query the way in which the decision has been made, rather than the rights and wrongs of the decision itself.

Meanwhile, the Secretary of State's decision has been welcomed by the Royal Yachting Association, which had been vocal in its opposition to the

Wind turbines won't be appearing on the Jurassic Coast



*"The development would have resulted in a loss of amenity for those who enjoy boating"*

plans. Stuart Carruthers, cruising manager at the RYA, said: "We recognise that offshore wind farms make a useful contribution to renewable energy generation, but it is crucial that they are correctly sited. It was quite clear from comments received by the RYA and by the Examining Authority that the development would have resulted in a significant loss of amenity for those who enjoy all aspects of boating in this part of the UK."

His sentiments were echoed by local politicians who had claimed that

the construction of an offshore wind farm would tarnish the views from the Jurassic Coast and have a knock-on effect on the tourism industry. John Beesle, leader of Bournemouth Council, said: "There is a huge sense of relief across Bournemouth. Our beautiful natural environment, coastline and dependent tourist industry have been protected for future generations."

Richard Drax, MP for South Dorset, added that he was "delighted" with the decision, calling it "a victory for common sense".

# Diesel outboard deal

## Yanmar combines with Neander for 50hp engine rights

Yanmar is to return to the diesel outboard market after reaching agreement with German manufacturer Neander Shark.

The Dutch marine company has exclusive distribution rights for the Neander engine, which develops 50hp using a small 800cm<sup>3</sup> turbocharged, twin-cylinder diesel aluminium engine with common-rail

fuel injection and a unique dual counter-rotating crankshaft.

The light and fuel efficient engine can be operated from the helm or tiller and will be unveiled at the Düsseldorf boat show early next year.

Yanmar ceased production of 3-cylinder diesel outboards in 2009 after it said regulations had limited its sale ability in its key markets.

Yanmar backing will boost sales of Neander's 50hp diesel outboard



## FULLTANK



## SUPERMODEL JOINS VECTOR

David Gandy is set to become the glamorous new face of powerboat racing, after the male supermodel signed to Vector Martini's iRace Pro Team. The 35-year-old will be trained in how to drive the 2,200hp V40R raceboat as part of a series of world endurance record attempts due to take place over the next 18 months.



## BURTON WATERS SIGNS WITH JEANNEAU

East Coast boat brokerage Burton Waters Lincoln has announced a new boats agreement with French builder Jeanneau. The deal will see the Lincoln office take delivery of five new stock boats, including the brand new Jeanneau Merry Fisher 795, Leader 8, Leader 36 (pictured above) and Merry Fisher 695.



## EMPTYTANK



## PRINCESS STRIKE THREAT

Princess could face a shutdown after its unionised employees threatened to go on strike. The row concerns a proposed pay freeze, which has led workers' union Unite to suggest industrial action. Around 1,800 staff voted overwhelmingly in favour of the strike, although conciliatory talks have been called to rectify the situation.



## POWER CAT RACER FLIPS OUT

The XCAT world powerboat championships took a dramatic turn, when the Team DTCM power cat flipped twice on the same weekend. Drivers Salem Al Adidi and Eisa Al Ali were unharmed, after crashing at approx 104 knots off the Gold Coast.





This restored Project 31 has been named *Charlotte* in honour of the royal baby



# Golden jubilee for Princess

*Restoration of Project 31 marks the 50th anniversary of Princess Yachts*

Princess celebrated its 50th birthday in style when it finally took the wraps off its much-anticipated Project 31 restoration, the first boat to come out of the Devon yard's premises in 1965.

The Plymouth-based boatbuilder used the glamorous backdrop of the Cannes boat show to unveil Project 31 to the world, although employees and their family were treated to a private viewing before it left Portsmouth.

Renamed *Charlotte* in honour of another royal princess, she made her global debut alongside the pride of Princess's current fleet, the 35M.

Although the refurbished hull and superstructure remain true to the original, her interior has been completely reworked by Princess's design department using modern materials to create a more elegant retro-inspired look.

Thousands of man hours went into the restoration carried out by Princess employees past and present as the project gathered momentum.

*Charlotte* will now embark on a tour of Princess anniversary events, including the London Boat Show in January. We also plan to bring you a full story of the restoration including a sea trial of this born-again icon in a future issue of *MBY*.

## Man jailed for hoax alarm

*Lifeboats launched in vain*

A man has been jailed for four months for making hoax calls to the Coastguard. Alasdair Munro, 55, from Kyleakin, Skye, was found guilty of making multiple malicious calls when he appeared before Portree Sheriff Court on August 27. He denied all charges but was found guilty of an offence contrary to the Communications Act 2003.

The court was told that he had called HM Coastguard multiple times on October 30, 2013, claiming that a yacht was lost in Loch Hourn, opposite Skye on the mainland. This led to the Mallaig RNLI Lifeboat and Kyle Coastguard rescue teams being launched. No boat was found and police concluded that the calls had been a hoax after interviewing Munro.

Passing sentence Sheriff Scott said it was "an extremely serious offence".



The Mallaig lifeboat was called out in vain

## THE MONTH IN NUMBERS

8,727

The number of people rescued by the RNLI in 2014, according to the latest figures. The lifeboat charity averaged 23 call outs per day, half of which were in the dark.

£4bn

Gross value added to the UK economy each year by the River Thames, according to the latest study from the Port of London Authority.

55.6%

Year-on-year increase in Spanish charter holidays during the first six months of the year, according to a recent study by the Spanish Association of Nautical Companies.

## Shaken but not stirred

*Classic Fairey that starred in Bond's From Russia With Love saved by RNLI*

A classic powerboat that starred in one of the first James Bond films was saved from a fiery demise, after RNLI Yarmouth were called out to rescue the burning vessel off Lymington.

*Here and Now* (pictured below) is one of the original Fairey Huntsman models used in the 1963 film *From*

*Russia With Love*, which heralded the first of many 007 boat chases.

However, this treasured piece of Bond memorabilia almost went up in flames when its engine caught fire at 1520 on Friday 7 August. A distress call was made to the local RNLI station at Yarmouth, who dispatched

Severn class lifeboat *Eric and Susan Hiscock* (*Wanderer*) to the scene, by which point the vessel had started taking on water and all those on board had abandoned ship.

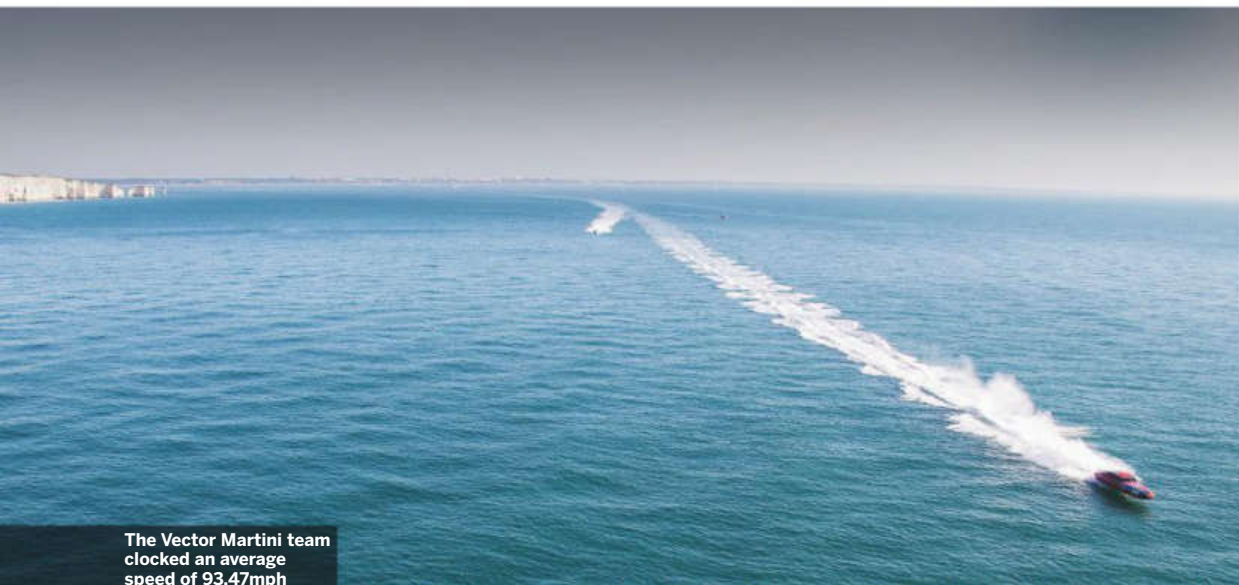
Fortunately the fire was quickly extinguished with help from RNLI Lymington and the historic motor launch was quickly towed to Lymington Yacht Haven. The vessel was then checked over by Hampshire Fire and Rescue Service and lifted out of the water to stop her sinking.

*Here and Now* has been owned by Paul Fairall and based at Southampton for the past 30 years. As well as being James Bond's first boat, this Fairey Huntsman 28 won a prize during the 1962 Cowes-Torquay-Cowes powerboat race. An initial assessment of the damage suggests that the vessel should be repairable.

Here and Now was rescued from the flames by RNLI crews from Lymington and Yarmouth







The Vector Martini team clocked an average speed of 93.47mph

# Vector retains CTC title

*Peter Dredge puts a tough year behind him with second Cowes Torquay win in a row*

Flat seas and an offshore breeze produced record speeds for the annual Cowes-Torquay-Cowes classic on September 6, writes Ray Bulman.

Vector Martini Rosso (Mannerfelt/Mercruiser), driven by Peter Dredge, completed the 95-mile round trip at an average speed of 93.47mph. He and his crew completed the course virtually unopposed apart from a brief battle with sole Italian entrant Maurizio Schepici on the diesel-powered Buzzi Tommy One. However, their challenge came to a sudden end with a blown turbocharger as the leading pair entered Torbay.

Veteran offshore racer Drew Langdon aboard Silverline (Buzzi/Seateck) arrived in Cowes almost 11 minutes after the Vector team, with

Smoking Aces (Dragon/Mercruiser) – driven by Chris Dodge in a less powerful class – finishing third five minutes later.

Vhid Ganjavian driving Microlink (Phantom/Ilmore) was a close challenger but fell back with a mechanical problem during the approach into Cowes.

A separate return race from Cowes to Poole saw a much larger fleet of classic offshore racers cross the start line 15 minutes after the main event was flagged away. This was won by Bubbles (Cigarette/Diesel), driven by

Richard Carlton. Both racing groups totalled in excess of 30 monohull contenders, making it the largest fleet seen at a British offshore event for more than a decade.

And it was a particularly poignant day for Peter Dredge and Vector Martini, who secured their second consecutive victory just three months after a serious crash near Hamble Point. Peter's son Simon Dredge was on board when a V40R flipped and hit a cardinal marker during a high-speed testing run. He spent four weeks in hospital recovering from his injuries.

*A total of 30 contenders made this the largest fleet seen at a British offshore event for a decade*

## TOPDEALS

**SUZUKI** has extended its Southampton Boat Show offer until the end of October, which means all 40-300hp outboards come with a 2.5-6hp model for free (pictured). Meanwhile, used boat buyers may be tempted by an extraordinary offer from **SALTERS BROKERAGE**, who are offering £30,000 off and either a free Sea-Doo Spark or a year's mooring in Poole with their ex-demonstrator Cranchi Endurance 33, bringing the price down to £149,950 +VAT.



## TOPEVENTS

Boat show season continues apace this month, as the **BARCELONA BOAT SHOW** (October 14-18, pictured below) is set to return for 2015 with a strong fleet including Rodman, Faeton and Astondoa. Meanwhile, the **BIOGRAD BOAT SHOW** will see thousands of boaters flock to Croatia from October 22-25. Closer to home, Kip Marina will be hosting the **SCOTLAND BOAT SHOW** (October 9-11), which has a particular focus on food and drink, this year, plus boats on show from the likes of Broom and Sunseeker.



## WHAT WERE THEY THINKING?

**GUERNSEY:** We're all in favour of people expressing their love for boats, but surely this canal-themed coffin from Creative Coffins is a step too far?

## It's time for a winner

*Reader scoops Apple Watch for answering MBY survey*

Back in June we asked you to give us your feedback on MBY magazine in our latest Reader Survey and hundreds of you duly obliged.

We have now read all your responses and will be using the results of this survey to make your favourite boating magazine an even better read. In return for your

efforts, we promised to give away a brand new Apple Watch Sport (pictured) to one of you, and now we can reveal the name of the lucky winner.

MBY forum regular Paul Markwick was picked at random from the completed response forms and collected his smartwatch last month from our stand at the Southampton Boat Show.

Thanks to everyone who entered, keep your eyes peeled for more competitions like this in the future.

**Top prize: the new Apple Watch Sport**





Monte Carlo Yachts  
had a very strong  
line-up at the show



# Cannes Show sparkles

*New models and improving balance sheets lead to optimistic outlook*

The Cannes Show kicked off the season in style with all the major European boatbuilders boasting about fast-improving balance sheets and a rash of new models to come.

Ferretti Group boss Alberto Galassi was in particularly bullish form unveiling six new models at the show (including a surprise new Ferretti 700) and claiming global sales were up 105% in the first eight months of the

year. With 12 more new models due next year and a predicted profit of €15m in 2015 compared to a loss of €34 million in 2014, he said: "We are back again and very strong."

Azimut's CEO Giovanna Vitelli was slightly more circumspect but still boasted of 5-7% growth and a 10% increase in turnover during 2015. She also revealed plans for 15 new models over the next three years in addition

to the Magellano 66 and Azimut 72 Fly being launched at this year's show.

World leaders the Bénéteau Group were also predicting an 8% growth in global power boat sales, while letting slip news of a brand new entry-level Swift Trawler 30 as well as a GT46 sports cruiser and Monte Carlo 6S.

Flying the flag for Britain, Princess took the wraps off its new 35M superyacht while Sunseeker celebrated building its 100th boat over 100ft and strong forward orders for the yet to be released 95, 101 and 131 Yachts.

Read full reviews of all the new models shown at Cannes in next month's issue.

*All the major boatbuilders are boasting about fast-improving balance sheets and new models*

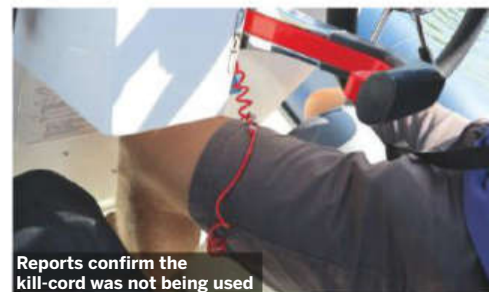
## Woman dies in sea trial

*Tragedy at Cannes Show*

The closing weekend of this year's Cannes Yachting Festival was overshadowed by news of a fatal accident.

Local authorities have confirmed that a 30-year-old Serbian journalist was killed instantly when she jumped off a 12m RIB during a sea trial at around 1900. It is believed that she panicked and jumped into the sea after a large wave had thrown the skipper and another passenger overboard.

Authorities added that the kill-cord was not being used at the time of the incident. The two men involved, the boat's owner and a second Serbian journalist escaped unharmed, but the woman was killed instantly, most likely due to lacerations caused by the boat's propellers. Saint Raphael maritime police and Cannes police have launched a joint investigation into the incident.



Reports confirm the kill-cord was not being used

## IT COULD ONLY HAPPEN IN... CANADA



### DEER, OH DEER

We know our American cousins enjoy a spot of huntin', shootin' and fishin' but usually they have the grace to keep their hobbies separate. But not last month, when two trigger-happy boaters from Tennessee and Missouri were fined \$2,750 for shooting a moose from their boat on Red Lake, Ontario. Let's hope this is one sport which doesn't catch on in the Solent.

## Historic charter moors up in Cuba

*US encourages closer ties*

American charter companies are beginning to return to Cuba for the first time in more than 50 years, after the US eased its trade sanctions against the Communist country.

A Numarine 78 Fly (pictured right) recently moored up at Hemingway Marina in Havana – a visit that the Turkish yard is hailing as a landmark event. It took seven months for the 12 American guests and three crew on board *Still Water* to get the required person-to-person permits required to visit Cuba.

Florida-based ferry companies hope to expand the options for Cuba vacations, but for now American charter boats are one of the few options available to US boaters. In this instance, Paul Madden Associates was the first charter firm to secure the permission of the US Treasury to carry out this trip.



*Still Water* moored in Hemingway Marina, Havana

Non-US flagged boats are free to dock in Cuba, but this can lead to a six-month exemption from mooring in the USA, as the Helms-Burton Act that established the embargo is still in force.

This news comes just two weeks after the first speed run from Florida

to Cuba in 57 years resulted in the record being smashed by German boater Roger Klüh. His 2,700hp Mercury-powered vessel *Apache Star* made the 90-mile passage in 1h45m, knocking 4h38m off the previous record, which was set in 1958.

Photo: AP PHOTO/DESMOND BOYLAN



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OUTSTANDING SERVICE





# The truth about Sunseeker's future

*We sit down with CEO Phil Popham to find out what's in store for 2016 and beyond*

**For the first time in as long as we can remember Sunseeker failed to unveil a new model at either the Cannes or Southampton boat shows, leading some to question whether it was a blip in product planning or the start of a new direction for the Poole-based yard. Almost two years on from the takeover of the family-owned business by Chinese property conglomerate Dalian Wanda, we caught up with Sunseeker's new CEO Phil Popham to ask what the future holds for this jewel in the crown of the British boatbuilding industry.**

## What changes are afoot?

Sunseeker is a fantastic brand and product but it was lacking longer term planning and discipline. I've seen how the previous company I worked for (Jaguar Land Rover) managed to turn things around from a near-death experience to become a massive global success story. With better planning and increased efficiency we can produce a better quality product at a lower cost.

## Why were there no new product launches at Southampton?

We could have brought forward one of our new models to be ready in time for the show but we are more concerned about developing the right product at the right time than rushing to meet someone else's deadline. We can't let shows dictate our product plans. There are plenty of other ways to launch a boat that don't involve boat shows.

## Are you still investing in new product?

We are investing more money in new product over the next three years than we have ever done before, but we have got to do it wisely. We have already announced the launch of three new large boats in the next six months (131 Yacht, 116 Yacht and the 95 Yacht). At the moment the 100-150ft category is one that's growing very quickly but we are not forgetting the

market below 100ft. We are developing a brand new Manhattan 52 for launch next July that will have a fresh look and set the identity for a range of future Mannhattans.

## Has production of the Portofino 40 stopped?

Yes, we have to focus on product that makes a return. The Portofino was a very successful model but it wasn't making enough money. We still have the desire to be in the market below 48ft but it has to be the right product. That could be a new Portofino or a Thunderhawk or something different.

## What about the rumoured new Superhawk 50?

A Superhawk is not in our product plans at the moment. There is still a lot of brand equity in the Predator range that focuses on craftsmanship and design as well as performance.

## Will production stay in the UK?

We have no plans to build outside the UK at the moment but like all successful global companies it makes sense to have a balanced portfolio to hedge against volatility in exchange rates. Our heartland will remain in the UK but we will need to have a global outlook.

## What is the strategy going forward?

Our business plan is based on growth backed by stable ownership. Having a supportive owner is allowing us to invest at unprecedented levels in people, facilities and new product. The key is to invest that money wisely and to focus on a long-term sustainable future. This month alone we took on a record 38 new apprentices and our forward order book is looking stronger than ever.

## What else is going on?

We have recently launched a new executive committee for quality and customer service led by Jonathan Macklin. Customer loyalty is vital to our business and the only way to maintain that is by offering a great product and a great service. Nobody needs a luxury powerboat, they've got to desire it. Service is an integral part of that journey.

## Is Sunseeker debt-free?

Building boats is an immensely cash hungry business. We are borrowing money in the open market but the backing of our owners (Dalian Wanda) allows us to borrow cheaply to invest in our future.

## Are there any plans to introduce an entirely new range of craft?

Not at the moment but we are constantly looking around our portfolio to see if we can do something different. We have been pioneers in the past and that spirit still remains. **MBY**

*We still have the desire to be in the market below 48ft; that could be a new Portofino or a Thunderhawk*



**The lack of new launches didn't stop visitors flocking to the Sunseeker stand**



# REGRET NOTHING.

You deserve to have your boat, your way.

That's why the new Fairline 53' offers the ultimate in flexibility of layout. And, an unrivalled quality and range of interior finishes.

The result is, when you commission a Fairline 53', you commission the most personal of spaces.

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 **FAIRLINE**





## Blast from the past

We were surprised and pleased to see our former Hunton 28C *Matrix* featured as August's 'Find Me A Sporty Weekender'. We were her original owners, having opted for the larger 28C after a good experience with the Hunton 27, a class winner of the 1984 Round Britain race.

The semi-custom interior provided us with more stowage in the seat backs and forward cabin than other models. Incredibly our own Liberty print cushions are still there. She featured on the cover of *Motor Cruiser* in February 1987 and still looks the same. *Matrix* was capable of fast passage times, putting the Channel Islands and Brittany within easy reach from her Brighton base.

Dead reckoning navigation using a fluxgate compass and log was very accurate and easy, the only thing that slowed her down was fog, but even that was eased by the Apelco radar, another feature that also seems to have survived! **Philippa and Geoff Dixon**

*Glad to hear that you have such fond memories of her. Here's proof that a well-built boat with a world-class hull can defy the years* **Hugo**

The Hunton 28C *Matrix* is still going strong



## STAR LETTER

WINS A BOTTLE OF PUSSEY'S RUM!  
The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund



(Koninklijke Yacht Club Nieuwpoort) to ask their views. They replied, "Lately we had a few English boats. We haven't heard of anyone being fined but make sure you have the invoices/tickets so you can prove you have bought the diesel the regular way".

That gave us more confidence so we travelled to Belgium with two other 42-foot boats (hardly inconspicuous!) and had no problems at all. The Harbourmaster said that, very occasionally, an

official will appear who will ask to see your receipts but if you have them, you're fine. I hope other UK boaters will go to Belgium more often, if only for the *solettes frites* in KYCN yacht club restaurant! **Elaine Eustace**  
*That's reassuring and thank you for passing on the message to other Belgophiles* **Hugo**

## Brave Belgium

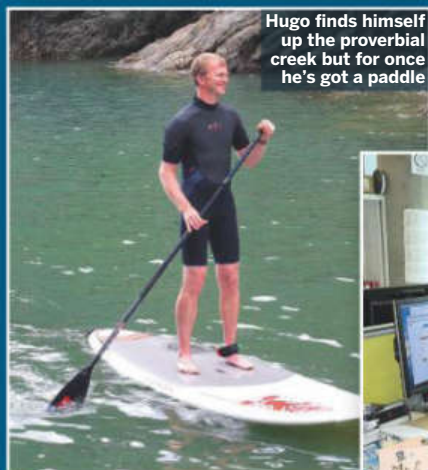
I read your news story in September's MBY entitled 'Belgium cruising concern' and I thought your readers would be interested to hear of our experience this summer. We researched the RYA advice, which we found to be quite negative, so I emailed KYCN

## Without a paddle

I read with interest your four-page article on Wayne Ingram's seven days on a liferaft (MBY, September 2015). All for a good cause, but what hardship did he really endure? Close to shore in a safe environment is not my idea of roughing it! Why not do it for two weeks in the open sea? I'm up for it to raise money for the Great North Air Ambulance. What do you think? **Terry McDonald-Dorman**  
*Err, that's a very brave shout but I'm not sure the RNLI or even the Air Ambulance would encourage you in case they had to put their own lives at risk coming to fetch you.* **Hugo**

## Bending the truth

I read your article on how new boat purchases work (The Truth About Buying a New Boat) but am confused by your comment that stage payments are protected because they are



Hugo finds himself up the proverbial creek but for once he's got a paddle



Chris gets in a bit of cake-cutting practice prior to his wedding



Lester tries out his new speed gun on the boat show's pontoons



Pippa's idea of viewing the latest boats differs from the rest of us

## BEHIND THE SCENES

The shots the MBY team would rather you didn't see

Wayne Ingram and his liferaft







**Dolphin delight** John Ovenden reminded us of the pleasure of boating with this timely snap of Paul Hick and family alongside two beautiful dolphins in Jersey. The looks of delight on their faces says it all!

## YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at [mbv@timeinc.com](mailto:mbv@timeinc.com)



ICOM

paid into client accounts, even though you also say they are used to pay for high value items during the manufacturing process. Surely they can't be held in client accounts and be used by the manufacturer? **Rob Taylor**  
You're quite right and in retrospect we should have clarified this. Even though the stage payments may initially go into a client account they will soon be transferred to the yard to fund the building of your boat. At that point they are no longer protected and you become a creditor of the company along with banks, suppliers and other customers who may be ahead of you in the queue for compensation if anything does go wrong. One option may be to insist in your contract that title of the unfinished boat is passed to you prior to completion, hence the reason we'd advise consulting a marine solicitor if you're unsure of anything. **Hugo**

### A sad story

As a recent subscriber I was unfortunate enough to read Tim Bartlett's column this month. I am astounded and angry with the way the piece was written, trivialising the death of poor Bernie Ingram. The manner in which it was written portrays such a tragic sequence of events as light-hearted storytelling. My heart goes out to Peter Ingram for the very sad loss of his wife and I'm sure he will carry the guilt to his dying day. If I were Tim I'd be looking over my shoulder once the custodial sentence has been served. **Stephen Whitfield**  
I'm not quite sure why you think Tim's column trivialised it. All MAIB reports contain a similar narrative account of what happened as well as the facts and findings of the case. In this case it

had to include the horribly unfortunate timing and unforeseeable consequences of Peter's decision to go below decks to relieve himself. I agree that it makes uncomfortable reading and have nothing but sympathy for Peter and his late wife Bernie but only by sharing these stories are other people going to learn from them. **Hugo**

## NEXT ISSUE...



Bénéteau's stunning new GT40 on test

**ON SALE: 5 NOVEMBER**

**Bénéteau GT40** Full test of the French yard's dazzling new challenger to the Princess V39's crown?

**Berths with a difference** 10 alternative British boating bases with great cruising AND great value berths

**200hp diesel outboard** We're first to sea trial the remarkable new Oxe outboard engine

**Cannes show report** Full photos and details of all the weird and wonderful new boats launched at Cannes

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# STARS OF SOUTHAMPTON

It's all well and good to impress in the safe environment of a show stand but what are the stars of this year's show actually like on the water?  
We kick things off with the Fairline Targa 53 GT

Text: **Jack Haines** Photos: **Richard Langdon**



Smart-looking helm and the new wheel design looks and feels great

## Fairline Targa 53 GT

We get on board the Fairline Targa 53GT on the Monday before the Southampton Boat Show to be met by a flurry of activity. She only went in to the water two days before and there are various members of the Fairline team attaching test equipment, checking systems and doing all the other bits and pieces that need to happen to a brand new model that is going straight into the biggest show in the UK calendar a week after hitting the water.

Quite amazingly, for an industry that is so protective of its new products, the yard has also invited us along for the ride from the Itchen River to the show with a small diversion for some noise

testing and a photoshoot. We are the first people in the world outside of the factory to set foot on the boat.

### AT NEW HEIGHTS

So what do we have here? The 53 is loosely based on the outgoing 50, but with just enough changes to qualify it as a whole new model. The 50 will be discontinued meaning boat owners now jump from the 48 to the 53 and then on to the (sports cruiser) flagship 62.

Fairline freely admits that it made little sense to splurge funding on new tooling and moulds to create the 53, so the 50 was used as the framework to create the new model but the difference



SEE THE VIDEO



mby.com/sibs15



### HIGHLIGHTS

- Much improved aesthetics
- Near 35-knot performance
- Galley up or down layout

on board is huge. The first thing you notice is how much sweeter the 53's proportions are – the 50 was a towering beast that loomed over the pontoon.

Design director Andrew Pope tells me that reducing the height of the boat was a primary focus throughout the design process. It's done the trick, the lines are much sleeker and the visual height is greatly reduced. The sparkly, light blue hull wrap looks fantastic in the early morning sunlight too.

Of course you can't just reduce height without compromises, and Andrew explains that the midships master cabin is one place where the design team had to concede some headroom – you can only stand around the foot of the bed.







**Headroom is restricted at the head of the bed in the master but there is a lot to like in this cabin**

The 50 was unique in that the master suite was located in the bow so a lack of headroom was never an issue. The flipside was that guests were in matching twins amidships, whereas the 53 has a spacious ensuite VIP in the bow and a third twin cabin with proper side by side beds on the port side.

To try and scrape back some of that headroom there is a big step in the

middle of the 53's saloon that might have been better split into two smaller steps. There are two different interior layouts on the 53, the one you see on our test boat, which is destined for the States, with the galley tucked below decks, or the alternative with the galley on the main deck and an extra bathroom and utility area in the void down below.

The layout of the 50's cockpit was a point of contention – some liked it, some found it an odd waste of space with the centrally located seating giving you great access down either side to the bathing platform but guests had to perch without backrests during alfresco meals. The 53's layout is more uniform with a walkway to port leading to the wet-bar and a generous wrap of seating to starboard where everyone gets a backrest. Aft is a sunpad, which looks like it sits atop a tender garage but is in fact space for a single berth crew cabin (mainly aimed at the Far East market) or storage space if you're an owner/operator. The tender is dealt with on a hi-lo bathing platform now that the

slightly gimmicky Tender Launch System has dropped off the options list.

Fairline has adjusted the engine options on the 53 so you still get the base D11 675hp from Volvo but the Caterpillar option has been ousted in favour of the D11 725hp and there is also a 710hp Cummins on the way that isn't yet on the UK price list as the necessary testing hasn't taken place.

Our boat had the largest 725s in the engineroom, giving what the yard cautiously rates as 32 knots on the website. On trial, with test kit on board, seven crew, safety stores and full fluids, we topped out at 34 knots on a two-way run – pretty good going. There was no time to get comprehensive fuel figures but at 1,900rpm at 27 knots the boat was burning 170lph and delivering a

**Optional marble pack in bathrooms**



**The bed in the VIP is set low to make access easy**





range of just over 300 miles with a conservative 20% reserve.

And, if our brief run out is anything to go by, those 300 miles will be suitably relaxing thanks to well contained sound levels, especially with the cockpit doors shut. It was a calm morning but Southampton's shipping traffic created sporadic chop for us to give the hull a bit of a test, yet none of this managed to unsettle the boat in the slightest.

#### BACK IN THE DRIVER'S SEAT

In stark contrast to the boat's refined fast cruising nature, the 53 is an absolute hoot to chuck around. The steering is truly wonderful, so light and direct you could be forgiven for thinking she was running on sterndrives rather than shafts. It's no fluke. Fairline wants to be known for making driver's boats again rather than 'floating caravans' and the engaging helm is a great start. The D11 725s are mighty power plants and provide torquey grunt from low down the rev range right to the top.

You sit very high at the 53's helm, which is brilliant for the view forward over the bow and means it's very easy to stand and pop your head through the sunroof, though when I sat back in the chair the top of the windscreen was directly in my line of sight, meaning I had to lean forward to see. And because the helm is higher than the saloon's side windows it pays to have a good look around before you initiate a tight turn.

The steering wheel is in board of the navigator seat so the skipper will have to move to let people in and out but the more central location of the helm does improve the view forward.



Banisters were yet to be fitted on test boat



Excellent storage within the galley

We wrap up the sea trial by guiding the boat into her show berth, which means me negotiating the notoriously nasty pontoon bridge before squeezing £1 million of Fairline's new baby into her show berth with the team that painstakingly crafted and built her peering over my shoulder. Thankfully the twin shafts and Sleipner's superb variable speed bow and stern thrusters ease the pressure and we pirouette into the berth in a way that proves pods are not the be all and end all.

To say the 53 is a make or break boat for Fairline would be overly dramatic, but after a period of relative instability

this boat needs to do well. The initial signs are thoroughly encouraging with significantly improved aesthetics, muscular performance and entertaining handling. And even with bits of trim missing and no cockpit cushions in place it was clear to see that the Fairline of old was shining through in terms of perceived quality, detailing and the use of materials.

We will reserve full judgment until we complete our full test but, for now, it looks like Fairline is back in the game. **Jack Haines**

**Length** 55ft in (16.92m) **Beam** 14ft 10in (5.52m) **Top speed** 34 knots with twin Volvo Penta D11 725hp **Price from** £779,040 inc UK VAT (twin 675hp) **Price as tested** £1.08m inc UK VAT **Contact** See Fairline website for dealers. **Web:** www.fairline.com

*In contrast to the boat's refined, fast cruising nature, the 53 is an absolute hoot to chuck around*



Twin 725hp Volvos provide plenty of power and just under 35 knots



*Quality is as good as you would expect from a boat bearing the red and blue flag of Nimbus*



#### HIGHLIGHTS

- Relatively good value for money
- Practical design
- Year-round usability



The main deck is one big living space with the door open

## Nimbus 305 Coupé

The painful disparity between the value of the British pound and the Swedish krona has made Nimbus' boats look uncomfortably expensive in recent years, but the combination of a stronger sterling and an all-new 305 Coupé is hoping to change that.

This is a proper Nimbus through and through, with bank-vault build quality, practical design, great usability and faultless seakeeping, all for £185,000 including VAT. It's what we've been waiting for, but how is it on the water?

The boat we tested has the largest single Volvo Penta D3 220hp motor, laying its power down into the water via a trusty old shaftdrive. I'd expect nothing less from Nimbus and the top speed of 22 knots feels perfectly adequate, giving you the option to cruise at 18-20 knots if you're in a bit of a hurry. It's efficient, too, managing a whisker over 2mpg at 18 knots. My hunch would be that the smaller 110hp

and 150hp units would make a much bigger fuss of shifting the 305's bulk and may prove thirstier as a result.

The D3 can be quite a busy sounding engine but this one is impressively well suppressed thanks to intelligent soundproofing and, of course, the fact that you can shut the engine noise out with the cockpit doors.

The sea wasn't all that rough for our test but any waves we did encounter were mounted and disposed of with poise; this is a boat that you can and will use 365 days a year. One reason for this is how easy it is to just jump on and go. There are plenty of sliding roof hatches, aft doors and even a very useful helm door to open for when the sun does shine, but in the depths of winter you can keep the 305 sealed up, crank up the heating and cast off.

Single shaftdrive boats can be stubborn at slow speeds, especially heading astern, but the standard bow





The midships cabin only has a curtain for privacy



Space in the forward cabin is much better



The separate heads is spacious enough



thruster and optional stern thruster make the 305 easy to thread around a marina. And thanks to that helm door and extra wide starboard side deck, the skipper can easily help out the crew.

#### AT THE HELM

The driving position and helm layout is a lesson in how to do it: unfussy, logical, easy to get comfortable in and very ergonomic. The single chair is close to the helm and the wheel is adjustable so you can rake it up towards you if you're standing with your head out of the overhead hatch. The dials are clear and everything is within easy reach, plus the view out is superb. Top marks, Nimbus.

The navigator is well catered for thanks to Nimbus' excellent cantilevering seat that quickly transforms the forward end of the dinette into a raised two-person bench.

The boat's compact dimensions make themselves felt down below, especially in the double guest cabin amidships, which is a crawl-in affair with not much storage and only a curtain for privacy. The forward master is better, with a central vee-berth (not the offset double shown in the layout) and just enough space to stand and get dressed in next to a small hanging locker. The yard has made the most of the space in the heads by putting a covered toilet within the shower cubicle.

Quality is as good as you would expect from a boat bearing the red and blue flag of Nimbus. Sure there are

some moulded plastics where you would see teak on the larger boats (namely around the dash) but they had to save the pennies somewhere. There is still plenty of timber lashed about the place and everything has an air of solidly engineered tactility that makes it feel unusually special for its size.

On deck, the living areas are split equally between the U-shaped dinette indoors and an L-shaped outdoor seating area that is just as easily served by the sideboard galley to starboard. The galley is bestowed with typical goodies such as fiddles for your Nimbus-branded glassware and bespoke storage slots whittled from the teak.

The cockpit can be totally enclosed with a canopy meaning you can still exploit the space outside even if the weather is against you.

As well as representing good value for a boat with this badge, the Nimbus 305 is a supremely competent craft for a cruising couple that want to undertake short cruises all year round.

There are plenty of other boats at this price with more accommodation and/or performance, but the classy looks of the Nimbus 305 mated to its elevated build quality, sturdy seakeeping and practical all-weather design will ensure it appeals to a certain type of customer who wants to take to the water whatever the weather in a craft as tough as they are. **Jack Haines**

**Length** 32ft 3in (9.85m) **Beam** 10ft 7in (3.25m)

**Top speed** 22 knots with single 220hp Volvo Penta D3 **Price from** £179,123 inc UK VAT (single 110hp) **Price as tested** £185,000 inc UK VAT

**Contact** Offshore Powerboats. Tel: +44 (0)1590 677955 Web: [www.nimbus-se](http://www.nimbus-se)



The saloon is wonderfully bright and packed with practical features



*Although its underlying layout remains unchanged, the bright interior still had its share of surprises*



#### HIGHLIGHTS

- Agile, soft-riding hull
- Charming looks
- Spacious accommodation



Bathing platform makes swimming off the boat much easier

additional space for a small tender or other watersports toys. After all, it is possible to ski behind a 24-knot boat.

#### SMOOTH AND SERENE

So how do the changes affect the handing of the boat? Sadly, the Solent didn't dish up any lumps and bumps on our test day, sad because the boat felt capable of handling much more challenging conditions. I can report that the hull rode extremely well without any help from the trim tabs, and my general impression is that the 29 would continue to slice very smoothly through the more challenging rough and tumble it's bound to encounter at some stage.

Unsurprisingly, the combination of a sterndrive in a small-keel semi-displacement form made it an incredibly agile boat, at high and low speed, and at marina manoeuvring speed. Although I wouldn't recommend the sterndrive version if your boating is exclusively

## English Harbour 29 Offshore

The last time we tested English Harbour's beautiful boat, wafting gently along the Beaulieu River in Lymington, we were limited to the single figure speeds that befit a graceful boat that seemed destined to take its place tied up outside the millionaires' mansions along the Thames. Our 27 had the largest of the three Volvo inboard sail-drive diesels (see *MBY* February 2015) and that 75hp gave us a top speed of around 9 knots.

However, Andrew Wolstenholme

designed semi-displacement hulls are capable of far greater things, especially when they are as sturdily built as this boat is. So it's perhaps no surprise that English Harbour always had a faster offshore version in mind, albeit one based on the same hull and deck, and offering the same roomy interior and easy-going deck layout.

All of which explains how we came to find ourselves slicing through the Solent at up to 23.6 knots on a beautiful sunny day in September, on the

prototype of the English Harbour 29 Offshore. Of course, that high speed intent makes different demands on the hull, so modifications have been made. These comprise reducing the size of the long deep keel by about 50%, redesigning the engine bay so it can accommodate one of three more powerful Volvo D3 diesel sterndrives – 140hp, 170hp and 200hp – and adding a generous bathing platform that provides protection for the sterndrive leg, as well as useful





**Detailing to die for, even in the mooring gear**



**The helm seats have been tweaked to improve comfort**



**The cockpit is perfect for lazy, sun-drenched lunches**

river based, the fact is that it is easier to perform difficult manoeuvres, such as pulling the 29 sideways off a berth when the wind or tide is pinning you down, than it is on the sail-drive version. The trade off is that the sterndrive version does not have the same degree of directional stability as its more deep-keeled 27 counterpart – it's by no means bad, but it does require more attention on the wheel at low speeds.

English Harbour has fine-tuned the helm position; modifying the backrests, moving the wheel forward slightly, and providing more foot space, and the result is a driving environment which feels significantly more agreeable for the skipper. In fact, the only thing that anybody is going to complain about is the high level of noise escaping from the engine room. English Harbour confessed that it had not had the time

to complete the soundproofing on the prototype before letting us loose on the boat, so doubtless this aspect will change. The 5-cylinder Volvo D3 is a naturally smooth engine, so it shouldn't be difficult to engineer sound levels in keeping with the 29's genteel character.

Although its underlying layout remains unchanged, the bright and breezy interior still produced its share of surprises. By dint of relentless tweaking, English Harbour has managed to increase the already generous headroom by a couple of inches to a towering 6ft 5in (1.96m) at the aft end of the saloon, in the place

where you need it most at the foot of the stairs and alongside the galley. Better still, redesigning the steps between the cockpit and the saloon and re-engineering the headlining has freed up an implausible amount of room in the aft cabin, so there's now more space around and above the double berth. These improvement and refinements, and many others I found too, will be found on both models, not just the new 29 Offshore. Seems like English Harbour now has two great boats for the price of one – although I suspect that's not the way it hopes to sell them. **Dave Marsh**

**Length** 29ft 6in (8.99m) **Beam** 10ft 2in (3.10m) **Top speed on trial** 23.6 knots with single 200hp Volvo **Price from** £138,750 inc UK VAT (single 140hp Volvo) **Price as tested** £161,800 inc UK VAT (single 200hp Volvo) **Contact** English Harbour Yachts. Tel: +44 (0)1832 274114 Web: [www.englishharbouryachts.com](http://www.englishharbouryachts.com)

**It's quite amazing how roomy the internal spaces are on the 29**





**HIGHLIGHTS**

- Massive open cockpit
- 'Knife windows' in hull
- Spacious owner's cabin

*With so much entertaining space on deck, the designers have opted for a comparatively modest galley and saloon*

## Princess V58

The V58 marks a stunning return to open boating for Princess after stronger than expected sales of the V48 Open proved there was still plenty of demand for a large open cockpit sportscruiser.

And what a cockpit it is! Kitted out with an optional £4,800 converting teak table in place of the standard teak table, it folds, slides and whirrs up and down on its twin electric stainless steel legs to create one of the largest outdoor dining tables you'll find on any sportscruiser under 80ft.

Shaded by an equally sturdy electric awning and served by an outdoor galley with two vast refrigerated drawers as

well as a cool box, grill, bottle store, sink and a storage locker for up to four freestanding directors chairs, this is outdoor living at its best.

And just in case the party begins to wind down there's a 42in TV on a rise and fall mechanism tucked in behind it. A raised L-shaped bench/chaise longue opposite the twin helm seats provides a second spot to chill out and enjoys a better view forward under way.

With so much entertaining space on deck, the designers have opted for a comparatively modest galley and saloon below decks that will work fine



**The lower saloon will struggle to seat a full crew of six**



**Third cabin is bunk beds only**



**The full-beam master cabin with standing headroom around the foot and port side of the bed**

as an adjunct to the outdoor facilities or a sheltered spot for breakfast but may struggle to host a dinner party for six if the weather turns foul. A deck saloon version joins the range next year which may rectify this.

In reality most owners are likely to eat outside and spend their waking hours in the cockpit rather than hunkered down below but when the time comes to retire for the night they won't be disappointed.

The full-beam owner's cabin enjoys the kind of space, light, headroom and luxury which would have been unthinkable on the previous generation of sub-60ft sportscruisers. The floor may not be completely flat all the way to the edges but with 6ft 5in of headroom around two sides of the bed, no ungainly intrusions in the deckhead, and a clean, uncluttered design featuring elegant oak cabinetry accentuated by those vast hull

windows, it's a far cry from the compromised cabins of yesteryear.

The VIP guest suite in the bows is the main beneficiary of those strips of hull glazing which Princess has dubbed 'knife windows'. Equipped with manual scissor-action berths, which convert from two singles to an island double, it's another bright, spacious and versatile cabin. The third cabin is the only compromise of note, being a bunk bed design rather than side-by-side twins.

There wasn't a chance to sea trial the V58 prior to the show but with a claimed top speed of 36.5 knots from its 900hp Volvo D12s and a classy helm station with near perfect ergonomics, large electric windows on both sides and a massive sunroof overhead featuring three glazed panels and one of the quietest opening mechanisms we've yet experienced, the signs are looking good. We hope to confirm that with a full MBY test in a future issue. **Hugo**

**Length** 60ft 4in (18.4m) **Beam** 15ft 3in (4.7m) **Engines** Twin Volvo D13 800/900hp **Top speed** 36.5 knots **Price** from £855,300 ex VAT  
**Price as shown** £1.24 million inc UK VAT **Contact** See Princess website for dealers. Web: [www.princessyachts.com](http://www.princessyachts.com)





## EVEN MORE TENDER



### TURBOJET

The ultimate in versatility and fun.

From ferrying passengers to pulling a waterskier, the Turbojet effortlessly does everything with added enjoyment. Her new Textron

850MPE 4-stroke engine combines high performance with low fuel consumption.

But we didn't stop there. The new hull also provides greater stability, improved handling and an even drier ride. It is possible to perfect perfection.

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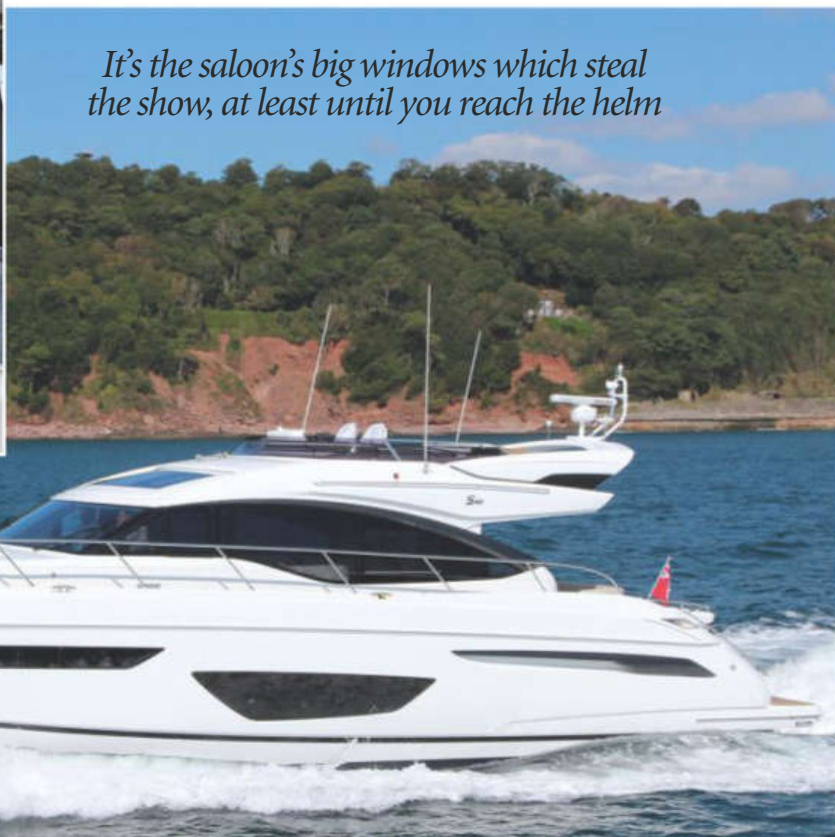
WILLIAMSJETTENDERS.COM  
TEL: +44 (0)1865 341134

Turbojet range: 285, 325, 385 and 445 | Seating: 3-6 persons | Engine: Textron 850MPE 80HP-100HP Standard - Textron 850MPE 100HP-120HP 'S' | Top speed from 41mph/77kph Standard - 48ph/85kph 'S' | Typical fitments: Yachts 12-20m+ | Dry weight: 300-435kg





Raise the rear window and the aft galley doubles as a cockpit bar



*It's the saloon's big windows which steal the show, at least until you reach the helm*

#### HIGHLIGHTS

- Tender garage and flybridge
- Aft galley layout in saloon
- Four double cabins plus crew

## Princess S65

The S72 has proved so popular since its launch last year that Princess has stopped production of its once iconic V72 sports cruiser. Whether this new S65 tugs the heartstrings in quite the same way as the achingly beautiful V62-S remains to be seen, but it certainly looks the part with its swept back lines and discreet upper deck. What's not in doubt is that it offers considerably more accommodation and deck space than the V62-S and almost the same level of performance.

The big wins, in addition to the small but useable flybridge, are a fourth guest cabin, a superb new foredeck seating area with a table and walk-through

passage, and a galley aft layout that's ideally situated to serve both the cockpit and the open-plan dining area opposite. Thanks to an electric Ferretti-style lifting window over the aft facing bar and glass doors which push well over to one side, the cockpit and galley merge together into a single indoor/outdoor entertaining space. Unlike most flybridge boats this still leaves space for a proper tender garage and sunpad in addition to a crew cabin and deep hydraulic bathing platform.

Moving forward it's the saloon's big windows which steal the show, at least until you reach the helm area where two more innovations come to light. The

first is the addition of a small side door next to the helm, allowing you to pop out and secure a mid cleat, or simply enjoy the flow of fresh air streaming in under way. The second is the massive GRP sunroof overhead with three glazed panels that let the light flow in even when it's closed. Sat behind the all-digital dash with the sun blazing down and a blast of fresh air whistling past your ears as the water rushes by beneath you at a claimed 37.5 knots, you'll very quickly forget that this is anything other than a sports cruiser.

The three guest cabins comprise a forward VIP featuring Princess's new 'knife windows', a good sized twin with a large ensuite that doubles as a day head, and a small bunk cabin, which at the show was still lacking a ladder to clamber into the top bunk. Inevitably the lion's share of the accommodation is reserved for the full-beam owner's suite, which enjoys full standing headroom on both sides of the bed, a totally flat floor and deckhead and a small dressing area astern which leads into a full width bathroom.

It's such a complete package that unless it flunks the sea trial test – unlikely given Princess's recent track

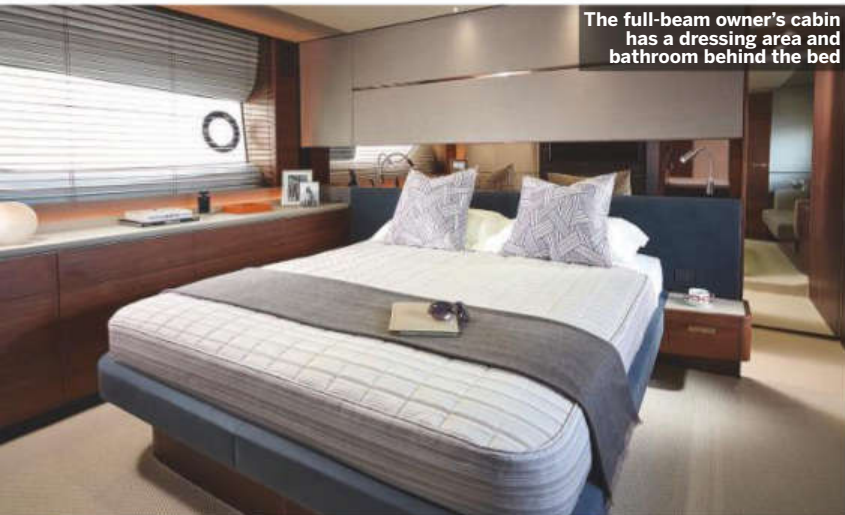
record – it's hard to raise any objection other than a price which hovers on the wrong side of £2 million inc VAT. **Hugo**



The VIP's classy ensuite bathroom



The forward VIP cabin with its light-enhancing 'knife windows'



The full-beam owner's cabin has a dressing area and bathroom behind the bed

**Length** 66ft 0in (20.12m) **Beam** 16ft 9in (5.08m) **Engines** Twin 1,000-1,400hp diesels **Top speed** 30-38knots **Price from** £1.51 ex VAT **Price as shown** £1.6 million ex vat **Contact** See Princess websites for dealers. Web: [www.princess.com](http://www.princess.com)



*And it's quite some ride, thanks to the combination of a punchy 380hp Volvo Penta and sterndrive*

#### HIGHLIGHTS

- Astonishing value
- Good selection of engines
- Spacious interior

## Bavaria Sport 300

The Sport 300 wraps up the development of the Bavaria sportscruiser range and takes its place as the entry-level model. It comes in a fully open guise dubbed the S, without a radar arch, or in the form you see in our pictures named, confusingly, the Open.

Let us not beat about the bush, this type of boat is all about bang for your buck, and with a starting price a whisker over £85,000 the Bavaria is delivering a seriously big bang for a relatively small amount of buck.

The layout apes the larger sportscruisers in the range – think a scaled down Sport 330 (MBY October

2015) and you'll be about there – which means you get a decent chunk of outdoor dining space on deck, opposite a wet-bar with three forward-facing seats at the helm. The latter stood out for me on a boat of these dimensions; it's good to have a single helm position and a twin bench to port so that passengers can sit up front and enjoy the ride in comfort.

And it's quite some ride, thanks to the combination of a punchy 380hp Volvo Penta petrol motor attached to a sterndrive. The boat is super agile to the extent that if you are upgrading from a dayboat, which a lot of people will be,

you certainly won't feel short-changed when it comes to helming the thing.

Is the petrol engine a viable option on a boat like this? Performance was fine, topping out at around 30 knots on test, but the process seemed noisier than if the boat had a lump of torque-filled diesel sitting beneath the deck. The delivery is very smooth and linear though, and you don't get that great whack of power as the turbo kicks in. Dealer Clipper Marine reports that buyers are more and more seeing petrol as a viable option, even in the UK, and you can't argue with the price.

Below decks, the open-plan layout is surprisingly spacious and decked out with a convertible dinette forward, a well proportioned mid cabin with hanging storage and standing headroom by the door and a separate heads. Years of building many thousands of boats means Bavaria knows a thing or two about making the most of space.

Looks are another thing entirely and the slab-sided 300 isn't exactly the *Gloriana* but that's the trade off for all the living space and, actually, the S version looks quite tasty in the right spec. **Jack Haines**



Headroom is good below decks



Helm layout is very clear and easy to use

Engine access via the hatch in the deck



Mid cabin gets standing headroom by the door



Wet room makes the most of the space

**Length** 29ft 4in (8.95m) **Beam** 9ft 8in (2.99m) **Top speed** 30 knots with single Volvo Penta 380hp petrol **Price** from £85,000 inc UK VAT (single 380hp petrol) **Price as tested** £117,784 inc UK VAT **Contact** Clipper Marine. Tel: +44 (0)1489 550583 Web: [www.bavaria-yachtbau.com](http://www.bavaria-yachtbau.com)



*Windy's helms are some of the finest you will see and the driver focus is sensational*

#### HIGHLIGHTS

- 40-knot performance
- Superb handling
- Much improved interior

## Windy 45 Chinook

This latest version of the Chinook is a tweaked version of the 44 that came out a few years ago, but in the process of bringing the 45 up to date against the competition it's been fettled and pruned. Not that there is a huge amount of competition for this boat as it pretty much stands alone as a hard-hitting, powerful sports cruiser in the more traditional sense of the breed. The one we tested a few years ago had a pair of 370hp diesels on stern drives but this one has 870hp of IPS600 on board and a top speed of 40 knots. Well hello there.

Because the 45 Chinook doesn't

have to house an upper saloon or a full-beam master cabin it looks fantastic out on the water. It's all raked-back roofline and huge stretch of bow, punctuated with jewel-like stainless steel portholes and those attention-grabbing, square hull windows (another addition from the old 44).

Windy's helms are some of the finest you will see and the driver focus is just sensational. You sit in a supportive Alcantara-covered seat with a vast swathe of glare-reducing dash in front of you. To port is an equally supportive double bench for two others to enjoy



Light oak brightens the interior up no end

the ride and in front of them is a solid stainless steel handrail. Above that is a proper paper chart area with a Perspex lid and to starboard there is room for another multi-function display.

The helmsman sits with the wheel and throttle tight into their chest and a glorious view down the gently sloping bow. The ergonomics are spot on thanks to a helm seat that rises and falls at the touch of a button and other neat tricks.

On the water, the D6 435s wallop the Chinook on to the plane in a flash before topping off at an easy 40 knots. If you're the type of person who wants to cruise at 38 knots then this boat is going to make you happy.

The IPS drives are likely to be more forgiving than the stern drive version of this boat and although you get a pronounced initial lean when you engage the helm at high speed the pods soon level things and mean that really there is very little you can do to make the Chinook bite. It's searing in a straight line and docile in the turns.

You pay for this cultured handling, though, to the tune of just under £600,000 for a well-specced one, and you can only have a three-cabin layout below decks. But if you want a proper sports cruiser that will hammer through anything, it's worth every penny. **Jack Haines**



No midships master so the main cabin is in the bow



Separate shower stall in the heads

**Length** 45ft 3in (13.8m) **Beam** 13ft 1in (3.98m) **Top speed** 40 knots with IPS600 **Price from** £564,000 inc UK VAT **Price as tested** £597,600 inc UK VAT **Contact** Berthon. Tel: +44 (0)1590 647427 Web: [www.windy.no](http://www.windy.no)



*It's the Sargo's RIB-baiting agility and prowess through the rough stuff that makes the 31 such a joy*

#### HIGHLIGHTS

- Lots of engine options
- Serious sea-going abilities
- Space for four to sleep

## Sargo 31

The Sargo family business was recently handed down from the parents to their sons and, after changing the name from Minor and launching the Explorer range, the brothers decided to revamp the 31. There has been a 31 in the line-up for some time but, being a little long in tooth, the yard has made various tweaks to bring the boat into line with the rest of the range.

This means that, if you have ever been on a Minor/Sargo, the boat will be very familiar to you. The boats don't change vastly in design from model to model, just length, width and the power they have. And, of course, the price.

Our 31 was fitted with a single Volvo Penta D6 400hp but the engine options are plentiful, including 330hp and 370hp singles from Volvo, the Yanmar 370hp V8 and a pair of D4 300s that will top out at – wait for it – 45 knots.

The best thing about driving Sargos is the sheer element of surprise when you get behind the helm. Those with an untrained eye may refer to the Sargo as a 'fishing boat' but to waste time on mackerel would be to miss out on one of the best driving experiences on the water. The Sargo's impressive straight line performance is one thing but it's the RIB-baiting agility and prowess

through the rough stuff that makes the 31 such a joy to drive and explains why it's so popular with police forces and other commercial entities which need safe, fast, year-round transport.

Our 400hp boat topped out at just over 32 knots but was specified with extra large fuel and water tanks (both of which were full), knocking a couple of knots off the top end.

That still felt plenty quick enough in something with the aerodynamics of a bulldozer, and it maintained that speed through pretty much anything.

The accommodation is tight, especially the forward companionway, which I struggled to even turn around in, but the natty aft cabin, accessed by lifting up a squab in the dinette seating, opens up surprisingly well once you're in and would comfortably sleep a couple of adults for short away trips.

As tested, the boat is £240,000 (inc VAT), which is serious dough for a 10m boat, but then the quality matches the brick outhouse looks, and the owner's wishes added an extra £15k on to this particular spec. If you genuinely want to go places all year round, the Sargo 31 is the business. **Jack Haines**



The entrance to the aft cabin

The aft cabin is roomier than expected



The forward vee-berth



The compact but smart heads

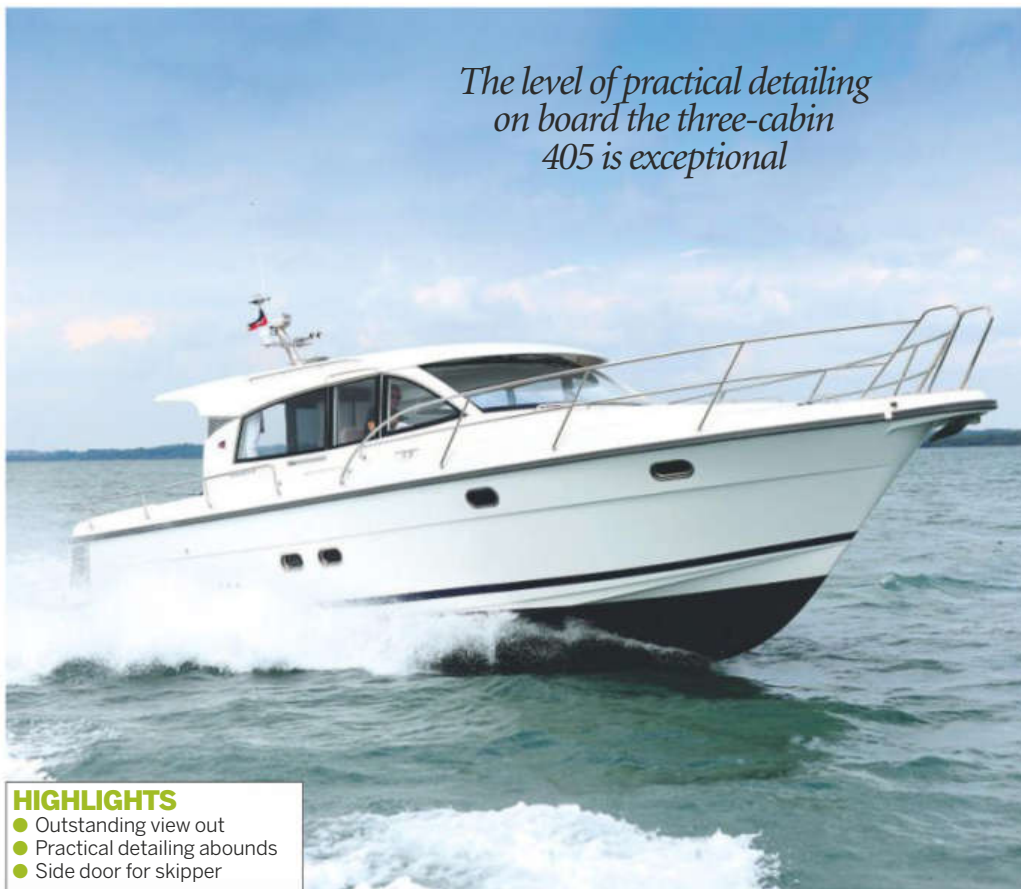


A cosy and secure saloon and helm

**Length** 32ft 7in (9.96m) **Beam** 10ft (3.3m) **Top speed** 32 knots with single Volvo Penta D6 400hp **Price from** £187,900 inc UK VAT (single 330hp) **Price as tested** £240,000 inc UK VAT **Contact** Marco Marine. Tel: +44 (0)2380 453245 Web: [www.sargoboats.fi](http://www.sargoboats.fi)



*The level of practical detailing on board the three-cabin 405 is exceptional*



#### HIGHLIGHTS

- Outstanding view out
- Practical detailing abounds
- Side door for skipper



A glass sunroof creates a feeling of space in the saloon



Ceramic hob and large fridge are complemented by cool storage drawers beneath the sofa

## Nimbus 405 Coupé

If you like your cruising to be non-flybridge flavoured and you eschew the zoomy sports cruiser look, then the more conservative Coupé cruisers from the likes of Nimbus are obvious contenders. This 43ft 9in (13.33m) long 405 is the latest and largest in Nimbus's four-boat Coupé range comprising the 305, 335, and 365.

Our short hop along the Solent threw up plenty of testing chop. Yet even when I ignored the trim tabs and let the boat run bow-up, its deep forward sections still cut through the waves very cleanly and smoothly. In fact, our 405 never slammed once. Using a spot of trim tab (as you might expect in these conditions) improved the ride even further. However, there was a question mark over the trim

tabs. Used very judiciously, they were okay, but any notable degree of tab (on one side) made the boat veer off course and set off into a turn. In a blustery quartering sea too, the 405 felt a little unsettled at times.

This boat shares its hull with Nimbus's superb but now sadly discontinued 42/43 Nova. However, that boat had heavier 370hp D6 Volvos (at least, when I tested it), not the lighter 300hp D4 Volvos that powered our 405. So it may be that the 405 would feel more settled with its heavier 370hp D6 option in the stern. It would also increase our 28-knot top speed by around 3 knots, and the 6-cylinder D6 would be smoother and quieter too.

The level of practical detailing on

board the three-cabin 405 is exceptional; storage is excellent inside, in the engine room and outside in the cockpit, deeply fiddled countertops keeps things in place under way, and there are plenty of hooks for hanging clothes and oilskins.

That said, the side door is also instrumental in making this boat a great boat for cruising. I single-handed our 405 from its pontoon berth in Lymington to the Southampton Boat

Show, and it was all such a doddle thanks to being able to move around the boat so easily, and control the boat from the helm while simultaneously throwing a spring line over a passing cleat. Ventilation improves too, and if you do have crew it's so easy to communicate with them when they're on deck. Once you've cruised on board a boat with a side door (as we have, extensively) you never want to go without again. **Dave Marsh**

**Length** 43ft 9in (13.33m) **Beam** 13ft 0in (3.95m) **Top speed on trial** 28 knots with twin 300hp Volvo shaftdrive **Price from** £366,867 inc UK VAT (twin 225hp Volvo shaftdrive) **Price as tested** £390,845 inc UK VAT (twin 300hp Volvo shaftdrive) **Contact** Offshore Powerboats. Tel: +44 (0)1590 677955 Web: [www.nimbus.se](http://www.nimbus.se)



Oodles of storage in the forward ensuite cabin



The remaining two cabins (both sleeping two) share a heads



The high level of detail continues to the heads



*The boat generally felt rock-solid, even when landing hard off the back of steep waves*



#### HIGHLIGHTS

- Ed Dubois design
- Safe deck spaces
- Competent hull



Bimini folds into the aft bench for easy storage



The cockpit table unfolds to seat five

## Draco 22RS

On the day of our spin in the 22RS a grizzly westerly was blowing against a charging tide, churning the Hurst narrows into a boiling cauldron of peaks and troughs for the little 22 to negotiate. And negotiate them it did. Landings were soft and controlled and the boat generally felt rock-solid, even when landing hard off the back of steep waves.

The 200hp Yamaha (a 150hp is also an option) is the perfect partner for the 22, delivering punchy performance and a wicked howl as it screamed towards the top end of the rev range. The rough weather limited our top speed somewhat as we managed just short of 40 knots on what, in reality, should be able to achieve that plus more. Mind you, achieving 38 knots into the teeth of this fierce chop is not to be sniffed at.



Useful dry storage area to port

Despite the bow-rider design the boat has good freeboard and a broad knuckle of rubbing strake to push water clear of the hull. The wet stuff only really made its way on board when the unrelenting breeze picked up spray and dumped it over the decks.

Like its larger sister, the 27RS, the 22's deck spaces are very easy to negotiate and are laid out in a safe and practical manner. The two forward-facing helm seats are well protected and easy to adjust plus they can swivel round to face the aft bench and plug-in table.

The bow-rider section, which is deep and safe and can be totally partitioned off from the cockpit to keep kids secure, has a perimeter of handrails to grab for, and storage underneath each bench with an optional cool box on the port side.

Any changes to make? I would definitely add some more cup-holders or cubbies to the helm station as it only has one, while a handrail around the windscreen, as fitted to the 27RS, wouldn't go amiss here either.

The Draco 22RS may be on the higher end of the price scale but you can feel the expense in the quality of the finish and mature handling in the rough. It is littered with sensible touches where parent company Windy's influence shines through; all in all it's a fun and competent family dayboat. **Jack Haines**

The bow-rider area can be partitioned off from the cockpit



**Length** 21ft 9in (6.68m) **Beam** 7ft 9in (2.4m) **Top speed** 42 knots with single 200hp Yamaha outboard **Price from** £63,494 inc UK VAT  
**Price as tested** £76,000 inc UK VAT **Contact** Berthon & APV Marine.  
 Tel: +44 (0)1590 647427 Web: [www.dracoboots.com](http://www.dracoboots.com)





With rear cover removed and sunroof folded away, a spacious indoor/outdoor living area is created



*Even in the tightest turns it remained unruffled, and nor did it demand race-bred trimming*

#### HIGHLIGHTS

- Amazing value for money
- Hull works slow or fast
- Indoor-outdoor versatility

## Corsiva Coaster 720 Gran Turismo

This little boat turned out to be far better than it has any right to be. It's hull may be quite pointy right at the front, but when we were hurtling along at 30 knots or more it was clearly riding on its much flatter sections amidships. Yet somehow, an unusually happy combination of weight distribution and poise (at least with four crew and the 150hp Mercury outboard that our test boat was equipped with) meant that it dished up a surprisingly good ride.

Nor was that in the flat water that many would hope to encounter in a boat that's just 22ft 4in (6.80m) long and a light and towable 2 tonnes.

Instead, Southampton Water dished up choppy conditions comprising a blustery F4 and some daunting wakes from large passing tugs. It wasn't so much the smoothness of the ride – unsurprisingly the diddy 720 could ultimately be made to slam after wake-induced take-off and landing – it was more the 720's impressive composure. Even in the tightest turns it remained unruffled, and nor did it demand race-bred trimming of the outboard; the 720 is altogether very undemanding to drive.

Given our 33-knot top speed with 150hp, the biggest 200hp should give

around 38 knots! That might sound alarming for a boat this size, but it really didn't give me the impression that it would become unruly with more power, although I'd certainly recommend some good fast-acting trim tabs. Equally surprising was its slow speed behaviour. At inland waterways speed, I could hardly believe how directionally stable it was, and only in quartering seas (seas that you're highly unlikely to encounter on the river) did it need frequent correction on the wheel.

The key to its effective workings on deck and below is a sunroof that concertinas forward rather than back and a pop off fabric cover instead of a solid wheelhouse door. In its closed state this gives standing headroom inside a fully enclosed over-nighting environment, complete with a convertible dinette, a double forward berth, a toilet, single burner hob and fridge. However, remove the rear cover and push the roof forward and it transforms into a proper little open boat. All told, a remarkably inexpensive way to get on to the water – at low or high speed. **Dave Marsh**



Every inch of storage is accounted for



Steps lead up to the bow



Open living with the fabric sunroof pushed forward

**Length** 22ft 4in (6.80m) **Beam** 8ft 3in (2.50m) **Top speed on trial** 33 knots with single 150hp Mercury outboard **Price from** £32,695 inc UK VAT (single 25hp Tohatsu outboard) **Price as tested** £42,995 inc UK VAT (single 150hp Mercury outboard) **Contact** Val Wyatt Marine. Tel: +44 (0)1189 403211 Web: [www.valwyattmarine.co.uk](http://www.valwyattmarine.co.uk)





### HIGHLIGHTS

- Drop-down side windows
- Air step hull reduces drag
- Big, classy cockpit design



Clever helm and cockpit layout

Lots of natural light in both cabins

## Bénétteau GT40

We weren't entirely convinced by the computer renderings of the new GT40 but in the flesh it's a genuinely pretty boat. The new hardtop glazing looks modern and distinctive and it's a lower, leaner and sportier-looking craft than its rivals from Bavaria and Sealine.

However, it's the layout of the cockpit that really won us over. The raised central helm position not only enjoys excellent visibility but also creates space for three forward-facing helm seats separated by a small gap allowing all three occupants to come and go without disturbing each other.

The other big win is the positioning

of the wet-bar on the transom. This keeps the cooking smells outside the cockpit and frees up room for seating on all four sides of the table. The drop-down windows either side of the dinette are another neat touch.

Crucially, Bénétteau has also raised its game on the detail front. The smart quilted upholstery, stitched leather grabrails and chunky stainless steel steering wheel have an air of sophistication lacking from previous models. The only thing missing from the show boat was a teak deck, thanks to its American owner's preference for a plain white GRP deck.

Below decks it is the natural light rather than the space which impresses most. A wide sweep of shallow stairs makes access easy while a proliferation of skylights, mirrors and hull windows light up the interior. A typically fresh colour scheme with contrasting walnut cabinetry and tactile fabrics complements the chic exterior styling.

The galley and solitary shared

bathroom seem on the tight side for a 41-footer but the full-beam twin cabin amidships and forward master are bigger and brighter than expected.

A new air step hull looks set to deliver on the promise of those sporty looks while a starting price of £221,323 inc VAT looks tempting, even if it's likely to end up nearer the £300,000 mark once you've added a few key options. **Hugo**

**Length** 41ft 2in (12.55m) **Beam** 12ft 8in (3.87m) **Engines** Twin 300-370hp Volvo D4 diesel sterndrives **Top speed** 38 knots (with 370hp) **Price from** £221,323 inc UK VAT **Price as shown** £345,000 inc UK VAT **Contact** See Bénétteau website for dealers. Web: [www.beneteau.com](http://www.beneteau.com)

## De Antonio D23

This Spanish yard has only been going for three years but it already has a three-boat range comprising 33ft and 43ft models plus this little 23-footer.

Its sharp, edgy styling conceals a very neat trick in the form of a standard Yamaha outboard tucked under the stern sunpad. This keeps costs down and performance up without an

unsightly outboard hanging off the back. It has also allowed the designers to extend the useable deck space well beyond the transom.

The result is a seriously smart little boat with lots of nice detailing such as custom-made pop-up cleats, clip-on foam fenders and a Wally-style smoked glass windscreen. The optional carbon fibre hardtop may be a stretch too far at £8,666 but it sure looks the part. What a pity then that the flat seats are compounded by hard foam cushions.

There's a surprisingly good sized cuddy and a proper sea toilet down below even if the step down is a bit of a drop. The hull looks designed for comfortable Med cruising rather than razor-sharp ride and handling, which given its likely target market is hard to argue with. **Hugo**



Up to 200hp is on tap from the helm



Cutting-edge style in a compact package

**Length** 23ft 0in (7.0m) **Beam** 8ft 2in (2.5m) **Engine** Single 140-200hp petrol outboard **Top speed** 38 knots (200hp) **Price from** £61,325 **Price as shown** £93,433 **Contact** Karl Farrant Marine Sales. Tel: +44 (0)2380 338563 Web: [www.deantonioyachts.com](http://www.deantonioyachts.com)



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*One of my Channel favourites is the gracefully soaring tower on Plateau des Roches Douvres, midway between Guernsey and the north tip of Brittany*



## CUMBERLIDGE ON CRUISING

**PETER CUMBERLIDGE:** *Despite the advances of chartplotters and AIS, nothing beats a striking lighthouse and its regular flashes of light to announce a landfall*

**E**very so often, the question of abolishing lighthouses pops up in the media. Why do we need all these expensive physical aids when practically all vessels, from container ships down to the smallest pleasure boats, carry reliable GPS plotters accurate to a few metres? With such sophisticated digital cartography, surely navigators can now dispense with archaic towers and flashing lights.

Yet we know that even high-tech ships continue to run aground even as their plotter blips are showing the danger.

There's more to navigation and pilotage than screen-watching, and research shows that observing real features and lights considerably enhances the interpretation of virtual displays. I certainly hope that lighthouses don't become an endangered species. There's nothing more obvious to a watchkeeper than a pattern of bright, accurately timed flashes up ahead.

In any case, I like lighthouses. Many are not only great engineering achievements in tough environments, but works of masonry art. One of my Channel favourites is the gracefully soaring tower on Plateau des Roches Douvres, midway between Guernsey and the north tip of Brittany. We often pass this impressive seamark on the way to or from Lézardrieux and Île de Bréhat. On clear days it first appears as a slim pencil on the horizon, gradually lifting until you see the first rocky fangs around it.

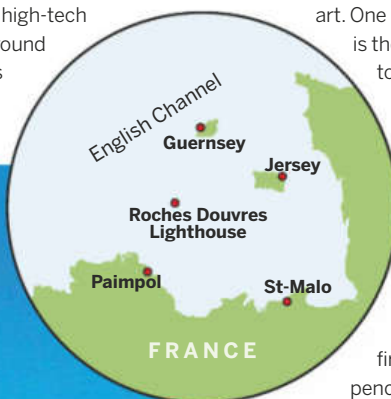
Although these tide-swept reefs need plenty of sea room in hostile weather, on quiet days around neaps we sometimes

pass east-about Roches Douvres and edge in quite close, to see if conditions look suitable for entering the narrow sound opposite the lighthouse.

Roches Douvres is one of Brittany's tallest lighthouses. Its elegant 60m tower is built with the distinctive pink granite of the Côte de Granit Rose and stands on a striking five-storey base which looks rather like a fortress. Nearby are two white windmill posts, whose turbines once charged emergency batteries.

On the right day it's surprisingly easy to approach the lighthouse from just west of south, and it's intriguing to find two good landing places – a long slip jutting from the west side of the main island and a solid quay on its east side, just south of the lighthouse. Of course when the light was manned the keepers had to be relieved, and stores, water and oil brought in. Even now, maintenance tenders from Lézardrieux use this amazing port-of-call.

The lighthouse is a magnificent creation, its rich stone glowing in warm summer light. The original structure was destroyed in 1944 by occupying German forces and the present tower was crafted between 1948 and 1954, the last offshore lighthouse built in French waters. I very much hope this fine **MBY**



A "work of masonry art", the Roches Douvres lighthouse





*The most important lesson I've learned directly is never to assume that any given boat is going to behave in the stereotypical way you might expect it to*



## TESTING TIMES

**DAVE MARSH:** *It's the small details that can make the bigger picture of berthing easier, and however complicated and automated systems may get, it pays to never forget the basics*

One of the joys of boat testing has been getting out on the water and learning new things from the other people on board, some of whom have been enormously experienced skippers, and sometimes just brilliant boat drivers. Reading textbooks to increase knowledge is all well and good, but I've found that some of the lesser known nuances and tricks of boat handling and boat safety don't appear in print, instead they have been snippets passed on by salty dog types.

When I first started driving and testing boats I always wanted to do the parking, but equally I was terrified that I'd prang the bigger and inevitably more expensive boats. The well known always-take-things-very-slowly maxim initially seemed doomed to failure when there was masses of wind and tide to contend with, especially on high-sided boats with lots of windage. In fact, the opposite proved true. The trick I learned was to remain a safe distance from the berth, position the boat with the same orientation as the planned approach, and then simply stop dead in the water for a few moments and observe. That way, you get a good idea of how your boat is going to drift and possibly gyrate too when you head into the berth. Of course, if you're not travelling directly up or down tide, you need to allow for the ferry-glide effect of the tide. But for me, in really challenging conditions, knowing how the boat is going to behave has often made it easier to compensate appropriately during the critical approach.

Leaving the berth is normally a lot easier, assuming that your engines are working. No problem checking those, but what about your throttles and gearboxes? I can't recall exactly how many of the 566 boats I've tested have failed in that department, but it's enough to make me nervous, especially if I'm single handed. So before I cast off the lines, I quickly nudge each throttle into forward, and then into reverse. Thrusters too. If it's a pod drive boat, I test the joystick as well. Aside



**The secret to successful berthing lies in taking things slowly**

from checking that gear engagement is working, if you're on a new boat it confirms how long the throttle delay is – my record is over two seconds!

Sterndrive and outboard powered sportsboats usually wander at low speed; even the larger boats do. Most of us trim our legs in at low speed, but next time you're pottering along a river or heading slowly back to the berth, try putting your trim tabs or interceptors all the way down too. It varies in its effectiveness, but if you're lucky you will find that the wandering eases off a little, enough to reduce the constant twitching on the steering wheel.

The most important lesson I've learned directly is never to assume that any given boat is going to behave in the stereotypical way you might expect it to. For instance, the fabulous little XO boats are almost impervious to sterndrive leg trim, but respond very well to their trim tabs. Despite its tubbiness,

Sealine's SC35 can perform brilliantly going upwind in big waves, but to do so it needs an exaggerated amount of sterndrive leg trim (trim in, that is). On a conventional deep-vee planing boat, most of us would instinctively trim the bow down when driving upwind in choppy conditions, yet not all boats work this way. Even though they carry a lot of weight back aft, Botnia's Targas often run more sweetly with a very light touch on the sterndrive and the trim-tabs, even when it's howling.

Increasingly sophisticated automated trimming systems such as Volvo's programmable PowerTrim Assistant (which controls sterndrive leg trim) and Humphree's Active Ride Control (which manages just about everything else) have made trimming a boat so much easier. Before you let these marvels take over completely, though, it's well worth a deal of experimenting to see how they could be best programmed. **MAY**



*The further we got, the bigger the swell, garnished with the odd dash of white water. Having a Scandinavian boat helped – they're built for the rough*



## THE BORN AGAIN BOAT OWNER

**NICK BURNHAM:** *With great age comes great wisdom – or at least experience – but there's something to be said for throwing caution to the wind and being a teenager again*

**W**hen I was a teenager, like most males of that age, I was invincible. There are things I did with cars and bikes that make my blood run cold

now, not to mention give me a unique understanding of their stratospheric insurance premiums. It was the same with boats. The rougher it was the more I enjoyed it. Smashing through waves in billowy clouds of spray – fantastic!

Wave bashing is fun when you're young, but only as long as everything keeps going. The beauty of being young is, of course, that you never think about 'what if'. 'What if' comes with age. Nowadays, frankly, I'm a coward, which stems from wisdom and experience. Well, experience anyway... Experience tells me that the great grey mountainous playground can turn into a lonely scary place very suddenly when things go wrong. I remember once being out in turbulent conditions on an old home-built Colvic when the engine began overheating. Lifting the engine hatch quickly confirmed the problem, the water pump was pumping most of the sea water directly into the bilges. It turned out that the bilge pump didn't work either...

A blocked fuel filter on a Fairline Targa turned a tempestuous trip into a troubling time one rough weather passage. We replaced the filter but couldn't get the motor to go again – and the fact that the remaining engine was being fed by the same fuel tank through an identical filter certainly focussed the mind.

Now my views on rough weather passage-making are formed not so much by what the boat will cope with as what I can deal with. These days, I don't mind admitting to being a fair-weather sailor.

It was with all this in mind that I waited at Torquay Harbour watching the flags crackling in the stiff wind last year. Two friends were joining me for a run down to Dartmouth for an air display. The steep valley makes Dartmouth one of the best places to watch the Red Arrows, and the Eurofighter Typhoon was also making

an appearance, but ten miles in a Force 6 gusting 7 stood in our way. The wind was south-westerly so I knew that Torbay would be sheltered but at Berry Head it would get testing.

As predicted, the bay was flat, but once round the headland it got hilly quickly. "What now Skip?" The one saving grace was that the sea was on the nose and slightly offshore, so I knew it would be immediately easier if we turned back, plus we had a little shelter, so after a quick conflag we pressed wetly on. I opted to stay on the plane, tucking close inshore. The further we got, the bigger the swell, garnished with the odd dash of breaking white water. Having a Scandinavian boat helped – even their small boats are built for the rough.

By the time we reached the Mew Stone it was bordering on alarming, however I knew we were just minutes away from turning in

toward the river. I looked astern and saw a large RIB powering up behind, disappearing through huge white clouds of spray. With gritted teeth we pushed past the rock, turned north, and with the sea now on the quarter the pressure eased, the speed rose, and soon we were tucked into the calm welcoming embrace of Dartmouth. We'd done it!

Was it scary? A bit. Wet? Very. Foolhardy? I don't think so. I have a well-found, well-equipped boat with a reliable diesel engine and we always had the option of 'turning the sea down' by turning back. But an emotion I hadn't expected, or experienced, for some time, was one of immense satisfaction. I felt like we'd taken on the elements and won. Conquered our own Mount Everest. And while I'll take flat seas and sunny days every time, the glow of achievement was almost as warm. Sometimes it pays to push the limits. A bit. **MBY**

**Rediscovering their youth, Nick, Steve and Sean press on through the chop**



Illustration: Neil Singleton



# *The land of the fjords*

Stavanger Bay, with its multitude of islands, fjords and anchorages, makes for a stunning introduction to Norway

Text & photos: **Peter Cumberlidge**









Norway's stunning west coast stretches over 1,000 nautical miles in a cruising extravaganza of navigable sounds and dramatic fjords, protected from seaward by layers of skerries and picturesque islands. There are anchorages galore and the scenery is spectacular, especially where mountains fold close to the sea. The midsummer days are almost literally endless and time slows right down when the sun only dips for a few short hours.

Boating is a way of life for most Norwegians and it's normal to hop into a fast launch to get to the shops. Many houses have their own jetties and getting about by water is completely natural. Ferries are used for commuting and even the smallest villages have good mooring places and facilities for visitors.

Norway's big landscapes are sparsely populated and cruising here you feel an uplifting sense of space and room to breathe. About five million Norwegians occupy a country nearly three times the size of England. Enjoying the great outdoors is part of their culture, especially among boat owners.

Stavanger Bay is an ideal taster for this amazing country, the nearest corner of Norway to the UK. This beautiful expanse of sheltered water is peppered with islands, and enticing rias lead away in all directions. The lively port of Stavanger is near the entrance and you'll find many attractive yacht harbours in rural surroundings.

## CRUISING TO STAVANGER BAY

The mouth of Stavanger Bay lies 250 miles east of Orkney and larger boats with a safe range can cross the North Sea during a calm spell. Most visitors arrive in Norway from the south-west Baltic, which is easy enough for us to reach in coastal hops via Holland and the Kiel Canal. Stavanger Bay has cruising potential for many relaxed seasons, and efficient yards for wintering safely.

Stavanger is a fantastic landfall after a North Sea crossing. To port, the jutting island of Karmøy forms the outer arm of this grand gulf and colourful Skudeneshavn is a handy port-of-call on its south tip. Offshore to the north is the mysterious profile of Utsira, a familiar name from shipping forecasts. It's strange to see this legendary island in the flesh

## NAVIGATION NOTES

### BUOYS AND BEACONS

Norway uses similar buoyage to the UK. Where the direction of buoyage is tricky to work out, beacons have arrows on top, pointing to the side on which you should pass. In complex estuaries or areas of skerries you see stone beacons (*varde*) crafted into pyramids, cones or cylinders and often painted to help distinguish between otherwise identical islands.

### TIDES AND CURRENTS

The tidal range in Stavanger Bay is rarely more than 1½ft, so it's easy to lie alongside jetties overnight. Streams up to 1½ knots run through some sounds and fjords. The mouth of Lysefjord has stronger streams up to 3 knots.



The dramatic high suspension bridge at the entrance to Lysefjord

and to learn that over 200 people live here.

The crouching south promontory is ten miles beyond Karmøy and may not lift until you are further in. Between the two entrance points, low Kvitøy Island is circled by a maze of close-packed skerries, an effective natural breakwater for the bay. In the days of sail, pilot boats were based out here near the open sea. Now a radar tower stands behind the harbour, the hub of Stavanger's traffic control centre. Further inshore you'll see the humps of Rennesøy and Mosterøy, the two largest islands in the middle reaches, and beyond them the looming coastal mountains – an impressive backdrop for the inner sounds and penetrating fjords. Even in June the highest

Pulpit Rock – the Preikestolen – is a flat granite plateau perched 600 metres above the fjord







peaks still have traces of snow, an exotic sight from deck level.

Boats arriving from the south make the 40-mile coastal hop between Egersund and Tananger before rounding Tungenes point to enter Stavanger Bay. In gentle weather this is a fabulous run past a long coastal plain, with fertile green slopes falling to gleaming white beaches. This is prime Norwegian farmland and the sun glints on acres of glasshouses for tomatoes and fruit. The first 25 miles from Egersund are exposed to the North Sea, but then a buoyed passage leads inside islands and skerries to Tananger Harbour. The last short leg up to Tungenes is pretty well protected by Kvitsøy.



Cabins line the waterfront in Tananger Harbour. Skudeneshavn is a handy port of call after a North Sea crossing.



## RENNEØY & MOSTERØY

These two sizeable islands form the hub of an archipelago extending north from Stavanger. Between them is a broad strait with magnificent vistas on either side, the finest route in from the sea. Renneøy's quite steep rocky cliffs turn a bit dour when the sun goes in, while cows and sheep graze placidly on Mosterøy's lush farms. You'll often see this mix of craggy granite and soft pasture in the bay, wild remoteness nicely blended with cosiness. Mosterøy is joined by a causeway to a smaller island where a rambling 13th century monastery commands a restful valley. Monks always had a nose for real estate.

At the east end of the strait you emerge into more open water scattered with smaller islands. Up ahead, the mainland above Tau Harbour climbs to an impressive range of hills, their peaks soaring to real mountains. To the south-east the majestic Høgsfjord glides inland beneath even loftier heights. Southward you glimpse Stavanger itself, and threading the kaleidoscope of channels are the bustling ferries which link all the islands, villages and towns.

## EXPLORING LYSEFJORD

Five miles east of Stavanger, the wide mouth of Høgsfjord has a seductive quality, beckoning you in with the promise of excitement and adventure. The trim white lighthouse on Tingholmen Island is understated for such an imposing stretch of water, but cruising inland you soon feel the grandeur of the scene. There are rocky headlands patched with firs and close-fitting islands with intriguing gaps. Up ahead a frieze of mountains draws you on, with glacial scars etched in shadow and cliffs rising sheer from the fjord. You see solitary timber houses at the water's edge, dwarfed by their vast background of rock and hardy spruce. Grassy oases are dotted with sheep, and clusters of redwood cabins look homely on a sunny day.

Seven miles into Høgsfjord, where a car ferry crosses, a deep inner ria veers off to port past inviting green slopes and a high suspension bridge.

## PILOTS AND GUIDES

Judy Lomax's *Norway* (£45) is an ideal introduction to cruising in Norway; *Havneguiden 3* (£49.95) is a glossy harbour guide, with aerial photos, English summaries, and clear maps both from [www.imray.com](http://www.imray.com).

*Norwegian Cruising Guide 2* by John Harries and Phyllis Nickel is particularly good for anchorages and small harbours ([www.norwegiancruisingguide.com](http://www.norwegiancruisingguide.com)).



This is the famous Lysefjord and beyond the bridge its sides become more precipitous. Not far into the fjord you can anchor off the south shore at Vika, a wonderful bay behind a sheltering Island. There's a landing here and some rather fine houses in a soothing park backed by hillside forest.

Ferries from Stavanger take tourists to see an incredible outcrop called Pulpit Rock – the *Preikestolen* – a flat granite plateau perched 600 metres above the fjord on the north side. This breathtaking vantage point is popular with walkers, and keen boat crews may land by dinghy a mile above Vika and hike up to the Pulpit for vertigo-inducing views of the fjord. We were content to gaze up from the deck at precarious specks sitting on the edge with their legs dangling over.

Lysefjord cuts 20 miles inland in an almost dead straight ravine, its mountain sides rising to 900 metres and depths plunging to an eerie 400 metres. You pass a cascading waterfall and navigation ends at Lysebotn village in a pleasant green valley. There's a visitor pontoon here, though vulnerable to savage downdraughts in strong winds.

## PARADISE ON ÅDNØY

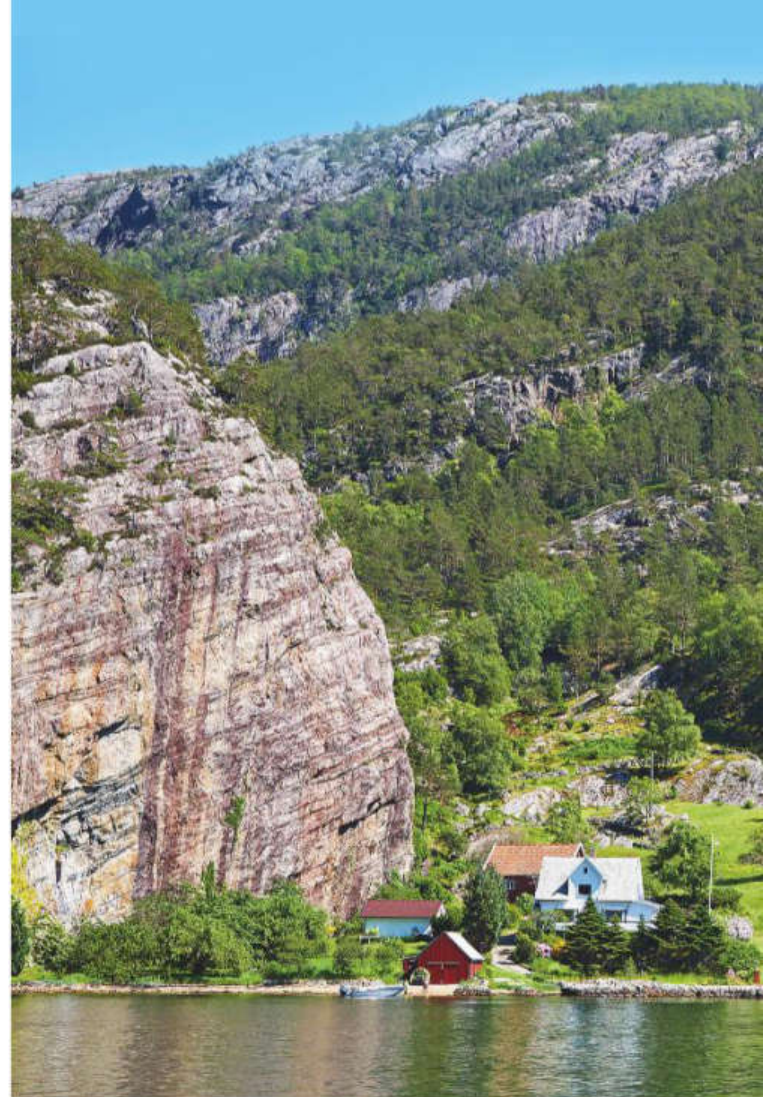
While pilot books show a small marina on the south side of Lysefjord entrance, its berths are quite shallow and this summer we discovered a glorious anchorage a couple of miles back down Høgsfjord behind Ådnøy Island. This paradise hideaway captures the essence of Norwegian cruising – a sleepy land-locked pool cocooned by wooded shores, with a few timber houses and rustic jetties. We lingered a couple of days while a hard south-easterly touched gale force, but the sun shone from a clear blue sky and the place felt even more cosy as gusts roared through the birch trees overhead.

When the wind eased we watched a helicopter delivering building supplies to a house on Ådnøy. Huge bags of sand, pallets of timber and a cement mixer flew overhead at the end of a wire, to be lowered with precision on the island. This apparently routine operation graphically underlined the physical remoteness of much of Norway.

## HOMMERSÅK

Not far from the mouth of Høgsfjord, south-west of Tingholmen lighthouse, a peaceful sound leads to friendly Hommersåk, a delightful port-of-call in its own right but also a handy base for visiting Stavanger. Frequent fast ferries shuttle to Stavanger Harbour, near the heart of the old city. Most locals whizz across by water to work or shop, avoiding a 30km drive inland. Almost everywhere here is easier to reach by boat than by road.

An eye-catching centrepiece of Hommersåk Harbour is the elegant old motor vessel *Riskafford II*, originally built as a steamer in 1864. This fine ship ferried passengers and cargoes



to and from Hommersåk until the fast ferries took over in the late 1990s. *Riskafford* is still used for private charters and one of her most endearing features is the slow 'tonkety-tonk' chug of her venerable 3-cylinder Callesen diesel – pure engineering music, and a delight for the ears.

## IDYLIC ISLAND HARBOURS

Stavanger Bay has a tempting choice of secluded 'guest harbours', impeccably maintained by a local organisation called Ryfylke Friluftsråd. These halcyon retreats are mostly on small islands in the bay, tucked into quiet leafy inlets. They are free of charge and you can anchor, lie at a timber jetty or sometimes use a buoy. Ashore there are loos, picnic tables and barbecues for visiting crews to use and in July we sampled several of these relaxing *gjestehavns*.

A mile north of Hommersåk, we swung to a mooring in a horseshoe cove on Uskjo Island, with a few holiday cabins ashore. The natives were friendly and a sociable family in a dory presented us with a bucket of wriggling halibut they'd just caught in Høgsfjord. Further north, we anchored off Langøy's east bay on a warm still evening, with shimmering views across a tangle of skerries which filtered out any swell.

One of the finest spots was the guest harbour on Lindøy, rich with the scent of lime trees for which the island is named. We followed carefully laid paths to a newly planted orchard where visitors will soon be able to pick their own fruit. As with many small islands hereabouts, sheep are grazed to keep the meadows and glades tidy. The flocks are ferried out in workboats, doing both farmers and the island wardens a good turn.

## EXOTIC ISLAND GARDENS

Hidle Island is unique in the archipelago because 30 years ago a Stavanger family established three acres of luxuriant gardens on its mile of weathered granite. They started by planting a windbreak of pines and then shipped in thousands of tons of soil for the flowers, shrubs and more delicate trees. The gardens flourished and now cover 15 acres, meandering across different layers past tranquil pools



A visiting Sunseeker takes in the dramatic cliffs and rolling pasture in Høgsfjord

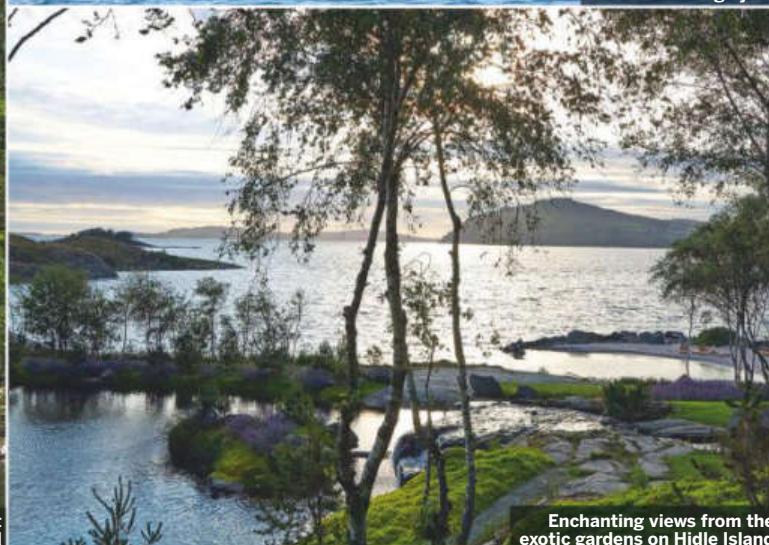




Vika is a stunning spot to anchor in Lysefjord



The Tingholmen lighthouse at the entrance to Høgsfjord



Enchanting views from the exotic gardens on Hidle Island

and trickling streams. It's worth visiting this extraordinary tropical oasis, either by ferry from Stavanger or with your own boat if you book in advance. The tiny harbour is on the east shore, where a waterside restaurant faces the fjord and the mountains behind Tau.

For visitors, Hidle is really a restaurant with gardens, so you reserve for lunch or dinner and enjoy a guided tour of the gardens before you eat. Chef André Mulder produces a sumptuous seven-dish buffet and the whole experience costs about £90 per person at current exchange rates, including the ferry trip.

You can visit the Stavanger Harbour booking office at Skagenkaien 35-37 or see <https://florogfjare.no/english>.

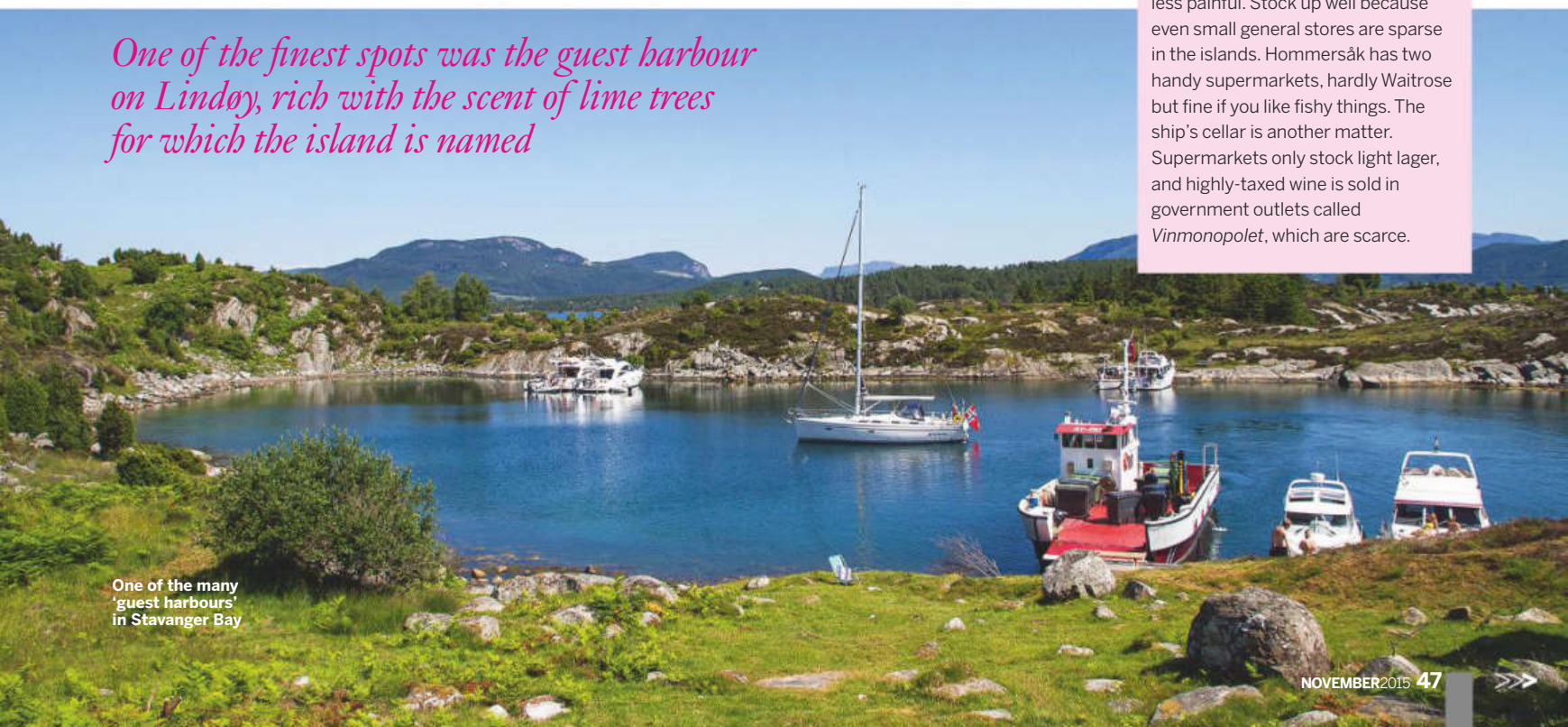
## STAVANGER HARBOUR

The word 'Stavanger' has quite a harsh sound, and somehow you expect its harbour to be hectically industrial and discouraging to pleasure boating. Yet nothing could be further from the truth. Yachts and motor boats come and go among all the ferries, coasters, tugs and supply ships that use the port. The city waterfront is a vibrant mix of traditional houses, converted wharves, smart apartments and café terraces. There are several marinas for visiting boats near the old quarter of Stavanger, a warren of cobbled back streets, neat timber

*One of the finest spots was the guest harbour on Lindøy, rich with the scent of lime trees for which the island is named*

## SHOPPING IN NORWAY

Until recently Norway was very expensive for UK visitors, but a better exchange rate has made shopping less painful. Stock up well because even small general stores are sparse in the islands. Hommersåk has two handy supermarkets, hardly Waitrose but fine if you like fishy things. The ship's cellar is another matter. Supermarkets only stock light lager, and highly-taxed wine is sold in government outlets called *Vinmonopolet*, which are scarce.



One of the many 'guest harbours' in Stavanger Bay





Kvitsøy Harbour sits proudly in the entrance of Stavanger Bay

## OUT TO KVITSØY

Guarding the outer reaches of the bay, Kvitsøy Island appears impenetrable on my Admiralty 3539, ringed by a labyrinth of islets and shoals. The route doesn't seem much simpler on a detailed chart, but the south-east pass is well marked for the car ferries that rumble across from near Tungenes Point.

Squeezing through the first gap in the skerries, you enter a different world of linked moats and lagoons enclosed by whale-shaped rocks worn smooth by ancient glaciers. On a grey day this austere seascape is a tad forbidding, but in sunshine the sparkling leads are enchanting as you zig-zag towards

Kvitsøy's hexagonal white lighthouse with its peeping red top. The complexity

continues right into the harbour creek, a really snug haven because all the twists and turns keep the sea out.

Visitors moor at a T-shaped jetty, which has loos and showers, water, electricity and a general store nearby. The harbour looks magical, with its jumbled white village, boathouses and slightly ramshackle fishing sheds. Kvitsøy is renowned for its lobsters and you see piles of pots and floats on the quays. There is actually a lobster museum, which celebrates the seamanship involved when pots were laid and checked under sail in these intricate waters, all year round. **LMBY**

NB My thanks to Gunhild Vevik and Hans Olav Sandvoll for their help with this article.

cottages and cheerful flowerbeds.

The harbour suspension bridge is a striking feature and below it the yacht club marina has views of all the comings and goings, especially the ferries which land nearby. The liveliest berth is at the head of a north-facing dock called Vågen, which has visitor pontoons opposite a row of restaurants and a popular disco. This is a fascinating billet for boat watchers, especially in the early mornings when glitzy multistorey cruise ships edge in.

Right on the harbour outside Vågen is a stylish glass-fronted building with what seems like part of an oil rig attached. The award-winning Norske Oljemuseum tells the buccaneering tale of Norway's highly profitable oil industry, from the first wildcat prospecting in the 1960s right up to the present and the astonishingly high-tech prospect of remotely operated gas rigs on the sea bed. Anyone with an interest in ships and the sea will find this imaginative exhibition completely absorbing.

*Yachts and motor boats come and go among all the ferries, coasters, tugs and supply ships that use the port*

## WINTERING IN STAVANGER

Most UK boats cruising in Norway do so as part of a two or three-season plan. In Stavanger Bay we saw English boats that had wintered at a well-organised marina on Åmøy Island, five miles north of Stavanger. Åmøy Havn has plenty of hardstanding and two cavernous, custom-built boat garages for storage under cover (see [www.amoyhavn.no](http://www.amoyhavn.no)). Åmøy is a 30km drive from Stavanger Airport via an underwater road tunnel.

### Fuel station

The best and cheapest fuel station in Stavanger Bay is on the west side of Vassøy Island, two miles NE of Stavanger suspension bridge. Look for a prominent yellow building and make for the long quay with tyre fenders (approx. position 59°00.05' N, 005°46.92' E). In July we paid 9.40 NOK (Norwegian kroner) per litre, about 78p at 12NOK/£ sterling.

Some harbour fuel berths are too shallow for larger motor boats.



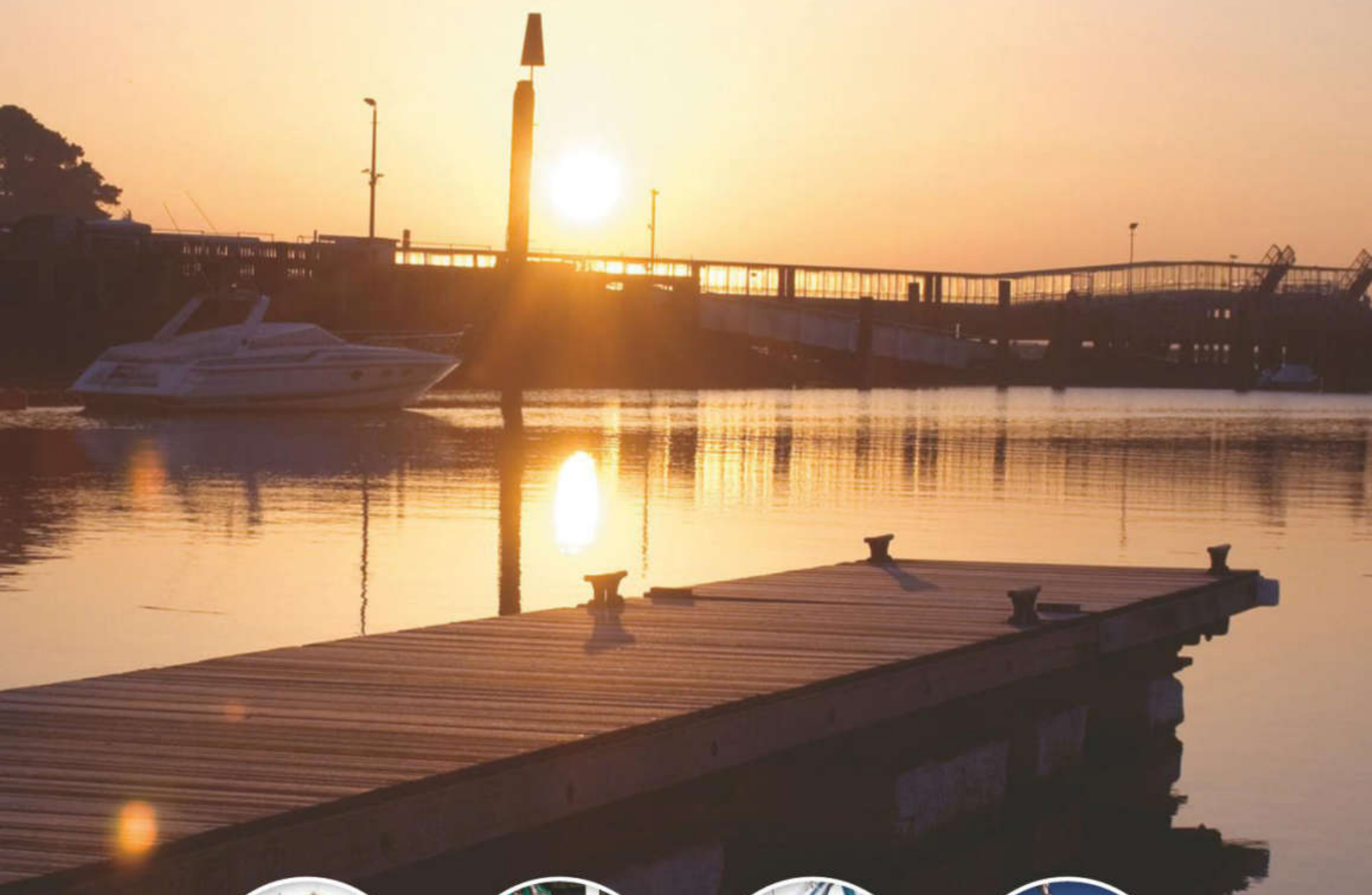
The visitor berths in Stavanger Harbour

Supply ships at berth in Stavanger Harbour



# THERE IS A HARMONY IN AUTUMN, AND A LUSTER IN IT'S SKY

PERCY BYSSHE SHELLEY



WINTER VALET



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# SEALINE C330

Blowing our expectations out of the water, the C330 defies convention and offers space and speed in spades

Text: **Jack Haines** Photos: **Richard Langdon**





SEE THE VIDEO



mby.com/sc330

**A**fter my test of the Sealine S330 (*MBY* March 2015) I couldn't see what the yard could have done to improve the boat. The midships cabin was a bit pokey and she was a bit noisy under way but really, as a package, I thought what more could you do with 33ft 10in of sportscruiser? And that is why I am at my desk writing about boats, not in a studio designing them.

What Bill Dixon and his design team at Sealine saw was an opportunity to build on the hull of the S and offer far more than a tweaked version of the original model – the C330 they have created is a totally new boat in its own right, with a baffling amount of features crammed into what is fundamentally the same shell.

So whereas the S330 is a sportscruiser in the more traditional sense, with an open-backed cockpit consuming the main deck and the saloon, galley and sleeping accommodation down below, the C330 brings the dinette and galley on to the main deck and opens the area up below to vastly improve the cabin spaces.

The packaging of the C330 is genius. It's hard to fathom that the S and C330 are the same length simply because of the amount of additional space the design team seems to have found on board.

## BETTER IN REALITY

Something that strikes you when you first see the C330 in the flesh is how much better it looks than in the rather dumpy renderings we saw pre-production. The huge windows in the saloon dominate the exterior but make for superb views out from its seating. It's not quite as sweet as the S330, which is the best looking boat Sealine currently makes, but it's not far off, especially when you consider the trade-off in living space between the two.

Thanks to a clever cockpit door that folds in the middle and then locks against the wheelhouse, and a pane of glass to starboard that flips up on a ram, the cockpit and

saloon are allowed to merge perfectly into one another. A stand-up bar with folding countertop blurs the line between the two even further and, with the small external fridge, creates the perfect inside/outside entertaining area.

It wasn't fitted at the time of testing but all UK boats will get a table in the cockpit as standard too. Covers can enclose the entire area so even if the weather is a bit grim you can still maximise the deck space.

The only downside to the layout in comparison to the S330 (aside from the reduced size of the cockpit, obviously) is the loss of the enormous electric engine hatch that's fitted to the open boat. Access is still good on the C but you have to make do with a manual hatch and it doesn't open up anywhere near as high as on its sibling.

## ONE-LEVEL LIVING

Into the saloon and you have the main internal living area in the form of an L-shaped dinette to port and a sideboard galley opposite. The extra space afforded for this unit means that not only is the galley in a more sociable location but it is also larger and better equipped with a lot more storage. The whole lot is hidden away beneath a substantial timber lid too, so you don't have to stare at a sink and hob if you're not in cooking mode. The yard has sensibly fitted this lid with a couple of inches of chunky fiddle to act as a handrail in addition to its role of stopping objects flying off the counter.

Penton Hook says it will retrofit a small grabrail along the edge forward of the dinette for passengers to hold on to, and if it were me I would add a banister for reassurance along the companionway, too.

As well as providing you with a spacious, one-level living space on deck another benefit of this new layout is the amount of space afforded for the C330's cabins. The midships cabin is totally transformed from a pokey, crawl-in double to a space where a couple of adults would happily spend a few nights. There is room to fully stand up in the entrance, plus there's a decent hanging



## *The helm station is spot on thanks to a brilliant driving position and tiered layout*

locker and a long strip of glazing in the hull, which allows plenty of natural light in.

In the forward cabin you have space to move at the end of the bed, unlike on the S330, and there is room to incorporate four large drawers in the base of the bed plus a double hanging locker on either side of the cabin. The yard has sensibly widened the door frames by a couple inches, too, which doesn't sound like a game changer but it does make getting in and out of the cabins and bathroom that bit easier.

### **AT THE HELM**

So the C330 is the hands down winner when it comes to accommodation but is it as fun behind the wheel as the S? The S330 is a wonderful boat to drive thanks to excellent poise, agility and a soft-riding hull. The twin D3 220s were a good match for the S on test but would our C330, fitted with the same engines but carrying more weight, suffer any dilution of the fun from the helm?

In a word – no. The C330 nips up on to the plane with exactly the same sense of urgency as the S, quickly and smoothly dropping into an easy 25-knot gallop. Trim the sterndrives out a touch and the running attitude levels off perfectly and makes for a clear view out through the windscreen. On an albeit very calm test I didn't need to use the trim tabs once, such was the hull's natural ability to settle into a cruise.

Top speed is down a touch on the open boat, we hit 30 knots on the nose on the C330 whereas the S got up to 33 but, crucially, the C still clips along at 25 knots with no bother. And there's no point in hanging around on this boat because it is so economical at the top of its speed range. My main criticism of the S330 was how noisy it was but, on the C, it is much, much quieter. Not only has Sealine beefed up the level of sound insulation but the engines can now be shut out by the cockpit doors, meaning there is a whole extra layer to deaden the sound of the motors. The difference is remarkable on the water where, with the cockpit doors shut, those in the saloon can chat comfortably without having to raise voices. Flat out on the S330 we recorded 85 dB(A) at the helm, whereas on the C it was down to 79

and these improved readings are in place throughout the rev range. Six decibels doesn't look like much on paper but when you've got a couple of hours' cruising ahead of you it makes a big difference.

The helm station is spot on thanks to a brilliant driving position (despite a lack of seat adjustment) and a smart, tiered layout with switches closest to you, the plotter on the next level and a row of Volvo's beautifully clear analogue dials on top of the dash. There is still nowhere to store a phone or handheld VHF, a downfall that besets the S, but on the C330 you do get that fantastic side door and the (optional) Webasto electric glass sunroof. You would be mad not to tick that box on the options list.

Side doors are becoming more of a mainstream feature but are still relatively rare on boats of this size and being able to ventilate the helm, talk to crew and physically get out on to the starboard side deck feels like a bit of a luxury in this market. To add to the practicality of the door, Sealine has made the starboard deck slightly wider, which combined with the fact that the transom door is on that side too, is going to mean you'll want to tie up starboard side to whenever you can.

Of course, in comparison to the S330, the deck layout of the C330 means you lose some space in the cockpit for sunbathing and general lazing around in the sun. The design team has countered that by working hard to make the most of the foredeck so, as well as the regular sunpad arrangement, there is also a deep well cut into the forward section to allow you to perch on a convertible bench, a lovely place to soak it all in when you're cruising slowly. The bench mechanism currently uses a rather clunky network of Velcro straps but there are plans afoot to come up with a cleaner solution. It is, though, yet another way that Sealine has managed to pack as much living space on to this boat as possible.

On a less positive note, and while we are at the bow, the partitioned anchor locker from the S330 seems to have been ditched in favour of a far less useful version with no compartmentalising whatsoever.



Windowline cuts down below the back of the sofa to deliver excellent views



Galley is far better appointed than that of the galley-down S330



Clever use of glazing aids the feeling of space in the master cabin





## A CLOSER LOOK WITH JACK HAINES

### COCKPIT BAR

With the glazing flipped up out of the way this bar becomes an extension of the galley and makes an ideal platform from which to serve those sitting in the cockpit. The outdoor fridge is an extra that comes as part of the £7,559 Comfort Pack, though the galley fridge is tucked just inside the doorway.



### STORAGE SOLUTIONS

Another area where the C330 betters its sistership is in the on-board storage stakes. The master cabin, for example, has two reasonably large hanging lockers and these four drawers for storing folded clothes or shoes. Under the berth there is no storage, just access to the Vetus bow thruster.



### CREWING MADE EASY

It seems a small detail but this side door adds so much to the practical workings of the C330. It makes communication with crew easier, as well as physically getting out on to the decks and, of course, ventilating the helm.

Very few rivals offer a door like this, apart from the more traditional Nimbus 305 Coupé.



With the aft doors open the cockpit and saloon merge together perfectly



Wet room style heads uses space well



Midships cabin is much improved over the S330





Less cockpit space is compensated for by the neat sunpad and bench arrangement on the bow



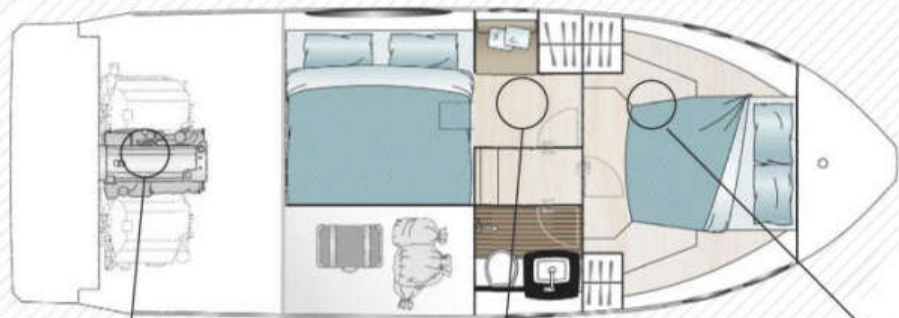
Closing the saloon up on the C330 is quick and easy, making her perfect for year-round cruising



## THE DATA

**LENGTH OVERALL** 22ft 10in (10.31m)

**BEAM**  
11ft 6in  
(3.5m)



This layout shows the single engine option, which gives even more space in the engine room

There's space in the midships cabin for a small seat to take shoes on and off plus some hanging storage

The C330 has space at the foot of the bed for one person to get changed, unlike the S330

**FUEL CAPACITY**  
125 imp gal (570 litres)  
**WATER CAPACITY**  
48 imp gal (22 litres)  
**DRAUGHT**  
2ft 11in (0.9m)  
**RCD CATEGORY**  
B for 8 people  
**DESIGNERS**  
Dixon Yacht Design  
**DISPLACEMENT**  
7.1 tonnes (light)



## It's yet another way Sealine has managed to pack as much living space on board as possible

### VERDICT

I was ready to be underwhelmed by the C330. I doubted whether it would look as good as the S330, if it could drive as well with the extra bulk, and whether the upper saloon layout would even work at all on a boat of this size. But going back to the point I made about testing these things and not drawing them, I was blown away by how well this boat works. It's so much more than a change in layout – it feels like you are on a completely different boat, and one with 10ft added to the LOA.

The cabins are genuinely usable for longer stints on board and it is far more of a year-

round option than the open version. There are so few boats of this size with a layout like this, and most of them are more sombre-looking, practical designs from Scandinavia, not a handsome coupé with 30 knots on tap.

There is the small matter of the £30-40,000 premium over the S330 but, in truth, the C feels like £40,000 more boat once you get on board, and unless you are totally smitten with the looks of the open, or if you plan to keep it somewhere with reliably warm weather, then the C330 is hands down the one to go for. **MBY**

**Contact** Penton Hook Marine Sales. Tel: +44 (0)1932 570055 Web: [www.sealine.com](http://www.sealine.com)

### THE HELM VIEW



### PERFORMANCE

**TEST ENGINES** Volvo Penta D3 on sterndrives.  
Twin 220hp @ 4,000rpm. 5-cylinder, 2.4-litre diesels.

#### MBY FIGURES

	2,600	2,800	3,000	3,200	3,400	ECO	FAST	MAX
RPM	2,600	2,800	3,000	3,200	3,400	3,600	3,800	4,000
Speed	13.0	14.8	18.1	21.5	24.6	27.9	29.9	31.2
LPH	45	51	58	61	69	78	88	95
GPH	9.9	11.2	12.8	13.4	15.2	15.2	19.4	20.9
MPG	1.31	1.32	1.42	1.60	1.62	1.84	1.54	1.49
Range	131	132	142	161	162	184	154	149

#### SOUND LEVELS dB(A)

	74	73	75	77	77	79	78	79
Helm	74	73	75	77	77	79	78	79
Cockpit	80	81	81	82	83	86	86	89
Saloon	74	71	72	72	73	74	79	80

### THE COSTS & OPTIONS

**Price from** £177,967 inc VAT (single D6 330hp)

**Price as tested** £235,597 inc UK VAT

**Cruising pack:** £7,717

**Anchor kit, windlass, trim tabs, 4hp bow thruster, tilt steering wheel, spotlight, cockpit canopies, fenders and mooring lines**

**Comfort pack:** £7,559

**Teak decks, fresh water wash down, electric toilet, LED lights, cockpit fridge, bow cushions, deluxe mattresses, screen covers, mosquito nets and internal blinds**

— = Options on test boat

### RIVALS

**Bavaria Sport 330**

**Price from** £121,084

Awkward looks but amazingly strong value on the water.

**Buy the test:** [mby.com/b330](http://mby.com/b330)

**Nimbus 305 Coupé**

**Price from** £179,123

More traditional but a very solid boat with excellent pedigree and practical Scandinavian design.



Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauges, your figures may vary considerably. All prices include UK VAT. 50% fuel, 100% water, 3 crew, no stores or tender; liferaft on board, 20°C air temp, F1 + calm for sea trials



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PART TWO

# ATTACKING THE ATLANTIC

The coast of Portugal proves just as daunting and as enchanting as expected, homeward bound in a V39

**Words:** John Boyle **Pictures:** John Boyle & Fionn Crow Howieson



John at the helm of Cecienne, navigating round Cape St Vincent





*We are soon crawling along at a few knots in a dense sea fog, totally reliant on radar*

Cecienne waits for the fog to clear in Almerimar

Only a couple of days into our 2,200nm delivery journey back to the UK from Mallorca and we have already encountered rougher seas crossing the Mediterranean than expected, a deserted (verging on apocalyptic) seaside resort, and a close shave with the Princess V39's fuel tanks running on mere fumes – and we haven't even left the coast of Spain yet. Moored up in Cartagena, on the Costa Calida in the province of Murcia, I'm quickly realising there is still a lot I need to learn about my new Princess V39, *Cecienne*.

## MAKING LANDFALL IN AFRICA

**April 15** In morning sunshine we explore Cartagena, one of my 'must-see' towns of the trip, and I'm not disappointed; the highlight is the Roman amphitheatre. Optimistic in the sunshine we leave harbour around midday, planning an 80-mile run across the bay to

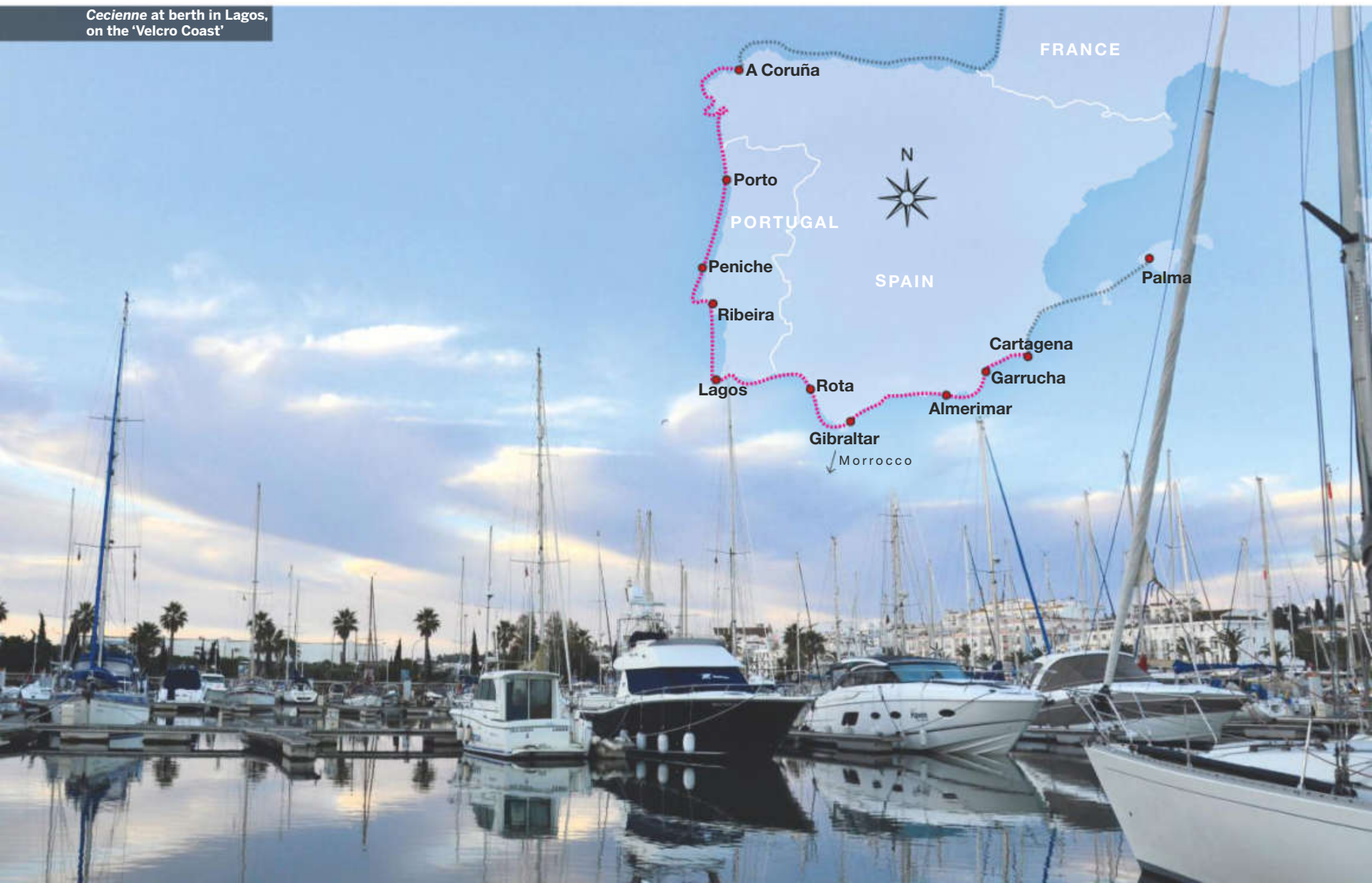
San José. But though the sun is shining, the wind hasn't disappeared; it has gone round to the south-west and we are running head on into short steep chop and a Force 4/5. Halfway, we decide we've had enough and head into Garrucha, which is pleasant enough. Fionn and I dig the bikes out of the engineroom while the others go for a run.

**April 16** An amazing and varied day, we cover 200 miles. We leave Garrucha in pitch dark, and watch the dawn on a flat calm sea under a cloudless sky while running at just under 30 knots. It doesn't last long – we are soon crawling along at a few knots in dense sea fog, totally reliant on radar. We pull into Almerimar for a fuel top up, breakfast (we've discovered that everywhere in Spain does an English breakfast!), and to wait for the fog to clear.

Clear it does and from there we run on flat calm seas to Gibraltar, pausing only to spend time with a pod of pilot whales. We arrive early evening in Gib, get a berth for the night in Ocean Village Marina, and enjoy the biggest surprise of the trip – fuel at under 50p per litre!

Even though we have only been in the Med a few days, it's strange being on a mooring that rises and falls several feet with the

Cecienne at berth in Lagos, on the 'Velcro Coast'







The towering and dramatic Rock of Gibraltar

## THE DISTANCES INVOLVED

**Cartagena – Garrucha 45nm**  
includes 8nm backtracked a little to pull in due to weather

**Garrucha – Almerimar 52nm**

**Almerimar – Gibraltar 150nm**

**Gibraltar – Smir 30nm**

**Smir – Gib – Rota 102nm**

**Rota – Lagos 130nm**  
Includes fuel stop in Mazagon

**Lagos – Peniche 171nm**

**Peniche – Cambarro 204nm**  
Includes messing about in Leixões and Povoá fuelling from containers

**Cambarro – Pontevedra 14nm**

**Combarro – Ribeira 21nm**

**Ribeira – Ribeira 30nm**

Turned back due to weather

**Ribeira – A Coruña 97nm**

tide. Gibraltar is a real Little Britain – a tiny enclave where the pound is the currency, the *Mirror* the most common newspaper I see, and the street names reflect British naval history and a nostalgia for home. **April 18** There seems to be only two things to do in Gibraltar – the compulsory cable car ride up the Rock – and go to Morocco. No way was I going to be so close and not be able to boast that I’d taken my boat to Africa! The marina at Smir is just 30 miles from Gibraltar but I’d overlooked one thing – as a Uruguayan, crew member Santiago would need a visa. Eventually, a compromise is reached with the officials – we must tie up right outside the harbour police office, and while the rest of us explore Santiago is confined to the boat (I had no complaints about this, as to relieve his boredom he gave the vessel a thorough clean inside and out). Though when two kids arrive with a camel the police relent and allow him a quick camel ride; one of my most enduring memories of the trip will be the image of the camel tethered to the boat...

## MAKING THE MOST OF CONDITIONS

**April 19** Fionn has to leave us for a few days, so we drop him back at Ocean Village, Gibraltar – conveniently right alongside the airport – and continue our voyage, after topping up with cheap fuel again. We’ve covered Morocco to Gibraltar to Spain in a morning – three countries in two hours. We nose into Tarifa, Spain’s most southerly city, have a hideous time in the tide race off Cabo Trafalgar, and with increasing winds and seas moor early in the afternoon in the marina at Rota, on the northern side of Cadiz Bay. There is so much naval history in this region and we have dinner in an Irish bar – well, one has to be multicultural right?

When we get back from eating, I strike up conversation with a couple with a dog who are looking at *Cecienne*. Turns out they are English, and in their words have “found paradise” – among an increasing number of people relocating their boats to this region. They have it all worked out – they spend the winter down here, and, “when it gets too hot” relocate to Galicia in the north of Spain for the summer. They have a 55-foot Princess and are contemplating doing the same voyage as us later in the summer and heading back to Dorset for a visit to family.

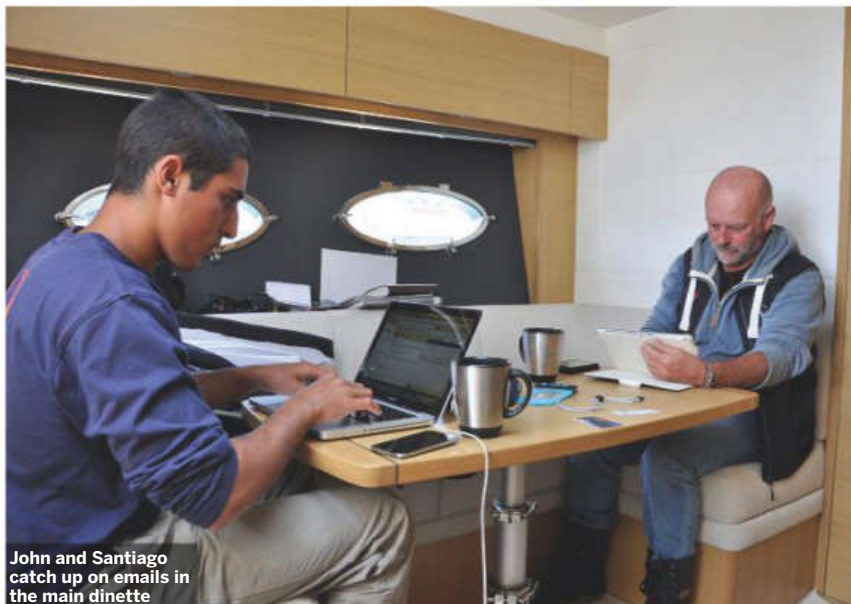
**April 20** It’s one of those days when you have to make a call – explore or keep rolling. With flat calm seas we have to make the most of the conditions, and we pass so many places that I would like to have stopped at. The white sand banks forming the lagoon off Faro look particularly appealing. We cover 130 miles, including a refuelling stop at Mazagon, before berthing for the night at Lagos. I don’t often record what I eat in my log but I’ve written “... great meal of baby squid in garlic”, so it must have been memorable!

Talking to boat owners in Lagos, one refers to it as the ‘Velcro Coast’ – once you



Mark checks the plotter, and left, Santiago steers through the fog





John and Santiago catch up on emails in the main dinette

SEE THE VIDEO



[mby.com/v39b](http://mby.com/v39b)

arrive you stick! I can see their point. It's a great marina in a great town with lots to do. The boats in the marina are from all over northern Europe, and most of them have residents aboard. The pinnacles and grottos outside the harbour look ideal for kayaking, there are good beaches, and a pleasant winter climate.

It's always a fine balance doing a trip like ours. When you find a place like Lagos it's tempting to stay for a while; but when the weather is favourable you have to make the most of it and keep rolling on. Otherwise we'd never get home and instead spend our time dawdling along this coast, which isn't such a bad idea.

## LAYOVER IN LAGOS

**April 21** Lisbon, 110 miles to the north, is today's destination, but we give up after 20 miles and run back into Lagos. Three-metre seas combining uncomfortably with winds not as light as had been forecast create horrible conditions. The weather makes the decision for me about spending extra time in Lagos and it's the first time on the trip that we actually have to turn back – but this is the Atlantic now, not the Med. Plus it gives Mark the chance to repair the windscreen wiper, and also the shower pump that has packed up.

I'd read everything I could find about sailing along the coast of

Portugal, and this was the sector of the trip that I was apprehensive about. I'd done Biscay before, and while I respected it, somehow it felt familiar. Now I'd had my first taste of what the Atlantic coast of Portugal could throw at us and the sooner I could get past it the happier I would be.

**April 22** The swell is still pretty big as we leave Lagos. But once we round Cape St Vincent we are heading north across the swell rather than straight into it, and can enjoy running along a big rolling glassy swell. Having lost time yesterday we decide to pass by Lisbon and head for Peniche, home to Supertubos beach and some of the biggest waves ever surfed on the Portuguese coast. I want to make the most of the conditions and cover the coast up to Peniche as quickly as I can. Apart from calling into Sines to refuel, it is an uneventful 170-mile cruise on calm sunny seas – and I am very happy that, after tying up in Peniche, when Santiago takes one of the bikes to find the world-renowned surf spot he comes back disappointed. No surf is bad for him, but is exactly the conditions I want.

**April 23** Our record so far – 204 miles today, and also a reminder of just how good some people are. A dawn start on flat calm seas, and after about 150 miles and with the gauges approaching the critical zone, we pull into Leixões to refuel. It's a big and busy fishing harbour with some marina facilities, but when we call them on the radio are told there is no fuel available. Pleasure boats are not allowed to use commercial fishermen's fuel supplies, so we would have to keep rolling.

The next harbour to the north that has fuel is Baiona, across the Spanish border, but that is just too far to risk – I've already almost run out of fuel once and am not going to risk it again. It looks like we will have to backtrack maybe as far as Porto... but there is one harbour ahead at Póvoa de Varzim. It doesn't sound promising – no fuel at the marina according to the pilot guide – but I phone them just on the off-chance things have changed. No, still no fuel, but we could get it in cans from the local petrol station.

Now that's okay if it's a few litres for a yacht's auxiliary engine, but lugging enough diesel to get this gas-guzzler to our destination? I could see no option. But when we arrive the marina staff have lined up empty fuel drums and a van, drive us into town to fill up, help us

get the 200 litres to the boat, and don't want anything for it. "Maybe one day we will need your help." It's something I hear more than once on my voyages from people involved with the sea who have shown us extraordinary kindnesses, and this marina really lives up to its description in the pilot as having "a well deserved reputation for friendly and efficient



The entrance to Smir Marina, Morocco

A camel and a Princess, in Smir, Morocco







John and Mark on the approach to Cape St Vincent



Rota, on the northern side of Cadiz Bay



John's turn in the galley

*A Spanish patrol boat pulls alongside and we are boarded by heavily armed customs officers*



Taking a breather in A Coruña before the Bay of Biscay

service". Crossing the invisible sea border back into Spain we top up with fuel in Baiona and find a marina berth at Combarro in the Ria de Pontevedra.

## UNDER SUSPICION

**April 24/25/26** Combarro in Galicia is a good place to be stuck as we endure three days of rain and winds gusting Force 7. The rias – fjords – of this north-west corner of Spain are a cruising area in themselves, usually sheltered from the swell, and many of the islands are national parks. After the past few days, it is good not to be getting up before dawn, but instead to snuggle back under a warm duvet and listen to the rain hammering down on the boat. Combarro has a charm and magic of its own, and as well as being tourists – even buying souvenir witch dolls – we go further upriver to Pontevedra, then move out of the security of the ria into lumpy three-metre swells to a berth in the adjoining ria at Ribeira to wait for Fionn's return.

It's about midnight, crossing back after picking up Fionn from the railway station at Vilagarcía. It's a filthy rainy windy night; with the searchlight probing the darkness ahead for fish traps, I'm relying heavily on radar when a large contact appears directly behind the boat that hadn't been there moments before. And while my brain is still trying to work out what is happening, we are flooded with light,

a siren sounds, a Spanish patrol boat pulls alongside and we are boarded by heavily armed customs and police officers. "Do you have any guns on board? Any drugs?" A thorough but very courteous search later and they let us continue on our way. I don't suppose many pleasure boats are out and about tonight, so they have good cause for their suspicions!

**April 27** I love boating and being at sea, but some days are just plain hard work and today is one of those. The swell has dropped slightly but is still over two metres, and combined with the wind – well, it is just a rough, unpleasant sea. The combination of rain and spray means we are totally focused on peering through the wipers at a grey chop, only seeing and avoiding fishing gear at the very last minute. It's an exhausting day as we slog our way around Cape Finisterre and eventually make our way into the shelter of A Coruña. **MEY**

**Next month** Tackling the Bay of Biscay to reach Cornwall and home

## MONEY SAVING HINT

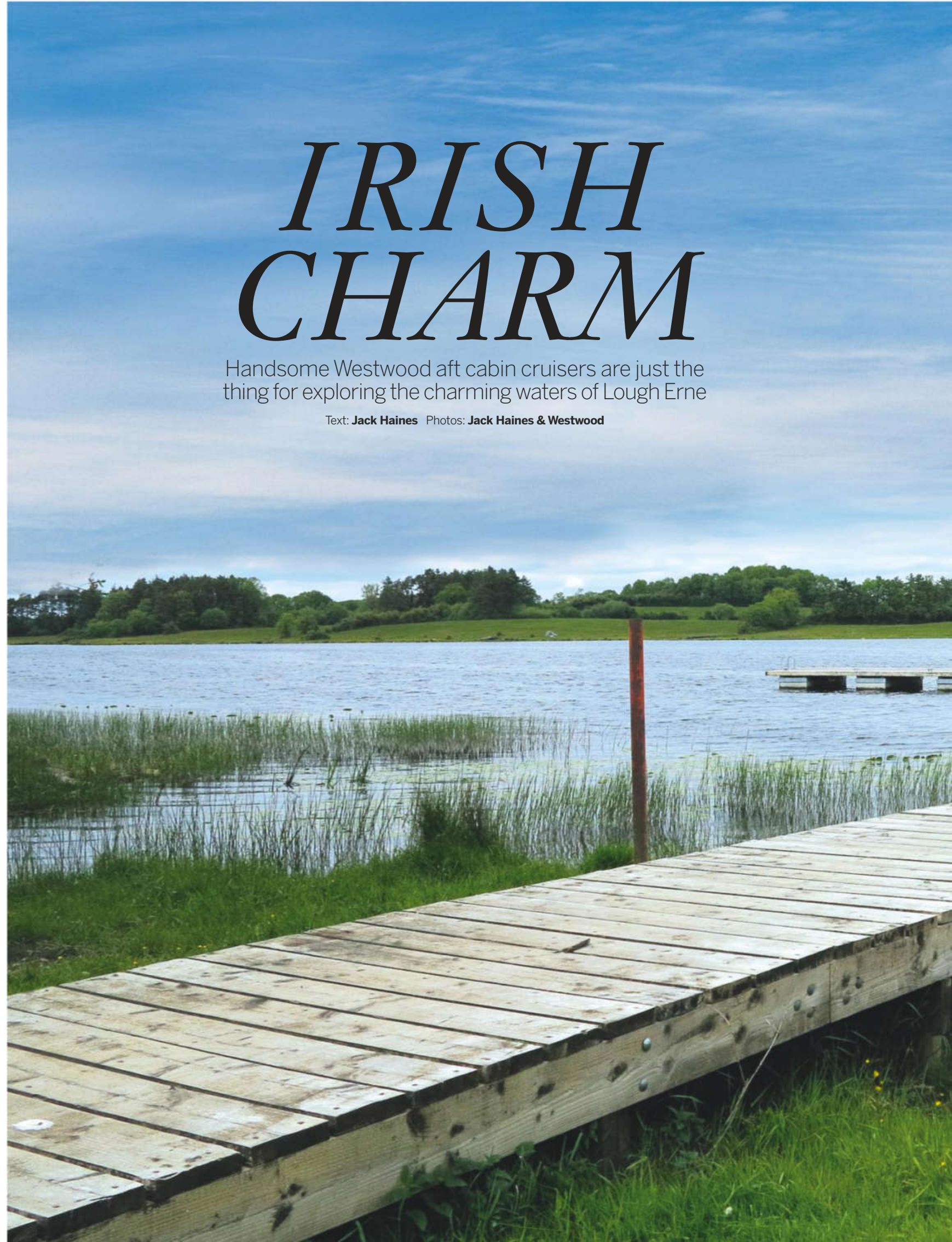
Watch the euro market before any trip, and buy cash euros to cover all your anticipated expenses. It's certainly far more convenient to use a credit or debit card in Europe rather than secreting a large bundle of notes on board, but do the maths! Not only is the exchange rate generally given by cards poor, but they also charge fees for use abroad [ed's tip – the Halifax Clarity MasterCard is one of the few credit cards that doesn't charge a foreign exchange fee], and if you use them not only for fuel but for marina charges and meals, it's a hidden expense that really mounts up. Plus, you may find different prices for paying with cash than credit card. I reckon using cash instead of cards probably saved me at the very least the cost of our mooring fees each night.



# *IRISH CHARM*

Handsome Westwood aft cabin cruisers are just the thing for exploring the charming waters of Lough Erne

Text: **Jack Haines** Photos: **Jack Haines & Westwood**





**L**ough Erne in County Fermanagh, Northern Ireland, might just be one of the finest cruising destinations you've never heard of. The Lough comprises two lakes (Upper and Lower) that are essentially widened sections of the 80-mile-long River Erne, which pours into the Atlantic at one end and connects at the other to the upper end of the River Shannon via the Shannon-Erne canal, opening inland cruising through southwest Ireland as far as Limerick. It is the second largest lake system in Northern Ireland, after Lough Neagh, and has within it 154 islands serviced by immaculately kept public landing pontoons.

Sounds rather lovely, doesn't it? And it is, but there is more to our visit than exploring Lough Erne because since 2013 nearby Enniskillen Airport has been home to Westwood Marine, a bespoke aft cabin cruiser builder. The Doncaster yard has been taken over by its former Irish dealer Tom Leonard Marine, and Tom and his family are now building and selling the boats from their base at Carrybridge. The Leonards have big plans for the brand and invited

us over to spend a couple of days on the A405, which is based on the old A390 but with some significant changes – especially to the interior – and at the same time experience what the Lough has to offer.

For those based outside of Northern Ireland it's a short flight to Belfast where a further one and a half hours in the car will have you at the tranquil Carrybridge Marina, run by the Leonards. It sits in a sheltered basin between Enniskillen and Upper Lough Erne (named Upper because it is further upriver).

The Leonards run two marinas in the area, a new 60-berth one at Bellanaleck and the 80-berth Carrybridge. Although facilities are restricted to a basic shower block the marina's location cannot be faulted and the local hotel will keep you fed and watered with creamy Guinness and hearty fare. Plus, you will only be paying around £1,200 per year for a 40ft berth with water and electricity.

So what about the boat? The A405 is a development on the old A390, a traditional aft cabin cruiser with a trusty Andrew Wolstenholme semi-displacement hull beneath it. The basic shape is much the same and some of the adjustments are minor, such as tweaked window lines, bonded glazing, an enlarged transom >>>





*Ventura has a single Volvo Penta D4 300hp giving a top speed just shy of 20 knots*



The view from the boat's berth at Carrybridge Marina, looking towards Upper Lough Erne

window and an extended bathing platform with improved stair access, but on the inside it's a whole new world for Westwood.

Teak woodwork and tame carpentry are things of the past and instead it's all satin walnut with hardwood trim, cream carpets, glass coffee tables and hard angles. It could not be more different from Westwoods of old and that is the entire point; shed the old image and start afresh. Okay, they are somewhat hamstrung by the inherent styling of an aft cabin cruiser, despite some jazzing up with sparkly hull bands, and this interior will be too modern for some people but as an exercise in driving the brand forward it does the business.

And, of course, Westwood is a low volume builder where the process of crafting the boat to your tastes and building that priceless relationship with the yard is all part of the experience; so if you don't like something just change it.

What hasn't changed is the sheer amount of accommodation you get on an aft cabin cruiser, even one of 41ft in length. The beauty being that the two cabins are at either end of the boat, delivering unrivalled privacy for a craft of this size, plus each cabin has its own bathroom.

## NAVIGATING THE LAKES

For our first morning the team at Westwood organise a trip for us with the Lough's wardens, whose role is to ensure the smooth running of the lake system, maintain buoyage and promote tourism in the area. Burbling around the waterways with David, John and Bernard on their pristine Mitchell 31 is a real joy; what these guys don't know about Lough Erne isn't worth knowing and the morning culminates with lunch on the wonderfully named Lusty Beg Island on the Lower Lake. Well worth a trip if you visit.

In the afternoon and with the skies leaden with cloud we are given our first opportunity to give the A405 a run, so we decide on a trip to the Upper Lake, which is a short distance from Carrybridge Marina. This particular boat had been the yard's demo and show pony before being sold to the current owner who keeps her on the Lough.

Ventura has a single Volvo Penta D4 300hp giving a top speed just shy

of 20 knots and a comfortable cruise speed of anywhere between 8 and 10 knots. The semi-displacement hull has a decent keel section, which when connected to a single shaftdrive makes for extremely solid seakeeping and stress-free tracking at slow speeds. The former isn't exactly put to the test during our stay as the lake is in a very docile mood but the latter is seriously advantageous when you are travelling long distances on narrow waterways. The only real blight



At one end of the A405 is the aft double cabin



At the other end is the double cabin in the bows



One of the two identical heads with shower compartments





on the boat's handling is a steering problem that manifests itself in an extremely heavy helm, meaning berthing procedures have to be undertaken using just the throttle and the bow and stern thrusters. Not too much of a chore in light winds and with no tide to contend with, and, since our visit, something the yard has fixed.

The easy-going style of boating strikes you straight away when you first take to the waterways. Navigation is simple as you just follow clearly marked red and white posts; red on the side you should avoid and white on the side that is clear. They are all numbered so you can easily get your bearings on the navigation chartlet, though Navionics has charted Lough Erne so you can use a plotter if preferred.

The only real navigation is depth – stick to the channels and you will be fine, but at times we only have around 4ft beneath the keel, which is why the A405 is about the biggest size of boat you will see on the Lough. Any larger and you start to be constrained by your own draught, so 40ft is the comfortable maximum.

But as there are no speed limits away from the marinas it needn't be some low horsepower plodder, as our 300hp A405 shows. In fact, one of the first boats into the Leonard's new marina was a Sealine F380, capable of over 30 knots.

Despite the lack of a speed limit it nonetheless feels a little odd to surge the A405 up to her 18-knot cruise speed and churn the mirror-clam waterway into a frenzy, sending the reeds swaying, so we throttle back.

## WELCOMED WITH OPEN ARMS

After a slow meander through the network of islands in the Upper Lake and quick photo stop on Nann Island we mosey back to Carrybridge for a BBQ with the berth-holders. There is a wonderful sense of community between Lough boaters. Everyone seems to know everyone and you generally see the same boats over and over again as you make your way around the system so people become familiar with other boats and their owners. We are welcomed into the fold like long-lost friends and enjoy the renowned Northern Irish hospitality to its fullest. Something we live to regret the morning after.

Thick heads aside, we rise to bursting sunshine on our final day on Lough Erne. The plan today is to stretch the A405's legs a little further with a trip to Enniskillen, which is an hour or so away at a



The saloon, bookended by steps up to the helm and down to the galley



The galley is a really usable space with all you need

## THE DATA

### SPECIFICATIONS

**LENGTH** 41ft (12.49m)

**BEAM** 13ft (3.96m)

**DRAUGHT** 3ft 3in (1m)

### FUEL CAPACITY

220 imp gal (1,000 litres)

### TEST ENGINE

Single Volvo Penta D4 300hp

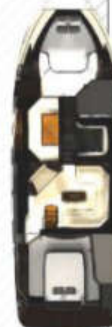
**TOP SPEED** 18 knots

### PRICE FROM

£280,000 inc UK VAT

### PRICE AS TESTED

£345,000 inc UK VAT





leisurely cruise. The sun is beating down on the twin helm position and the breeze is light so we keep things slow with the D4 300 turning over at a lazy 8 knots. You can go faster but on a day like this why would you?

It is an unbelievably peaceful way of boating, the only disturbances being the low rumble of the engine, the trickle of water off the hull and the lowing of cattle from the banks. We follow the winding waterway towards the town, obeying the red and white markers and comforted by the large, clear 'road signs' that point the way to Enniskillen.

Just upriver of Enniskillen, on a bend in the waterway, is a magical stop-off point at the Killyhevlin Hotel. The hotel sits atop a manicured knoll and is served by one of Waterways Ireland's public pontoons so you can tie up and admire the breathtaking views up and down river free of charge. The hotel relies on the temptation of a drink on its raised terrace – looking down on the river and your boat – being too much to resist, and we duly oblige.

## CONVIVIAL CRUISING

The design of the A405 – specifically the raised helm station and cockpit – is perfectly suited to the boating here. Cruising along slowly it's brilliant to have two people in the comfortable helm chairs and everyone else around the cockpit table just aft; it makes for a very sociable environment where everyone can be involved in the journey and the conversation.

A quick tour of Enniskillen from the water is about all we have time for before we have to head back, navigating at night is forbidden on the waterway and it is an hour or so back to base. This gives time to reflect on the A405 and what the new Westwood regime has done here. Tom and family have a long-standing relationship with the yard, plus decades of experience in the industry and they have a very clear vision of what they want to do with this brand.

The long and short of it is that some people are simply not going to be enamoured with the way these aft cabin boats look and it's fair to say they are an acquired taste. What separates the Westwood from the likes of Haines and Broom, who both offer very similar models to the A405? Well, frankly, it's price. Of course the relationship you build with the yard is one thing, and I have little doubt that building



The raised helm with two seats and plenty of space for all the 'stuff'

your boat with Tom and his team would be a genuinely lovely experience, but it's the fact that this boat, with a good spec, comes in at just under £345,000 inc VAT that will draw the crowds at boat shows. The equivalent Haines is likely to be over £400,000 for a similar spec, though the Haines does feel like the more expensive boat behind the scenes.

The next project for the yard is a coupé version of the 405, which is a handsome craft and will appeal to those who want the hull and seakeeping but not necessarily the multi-level layout and looks of the aft cabin version.

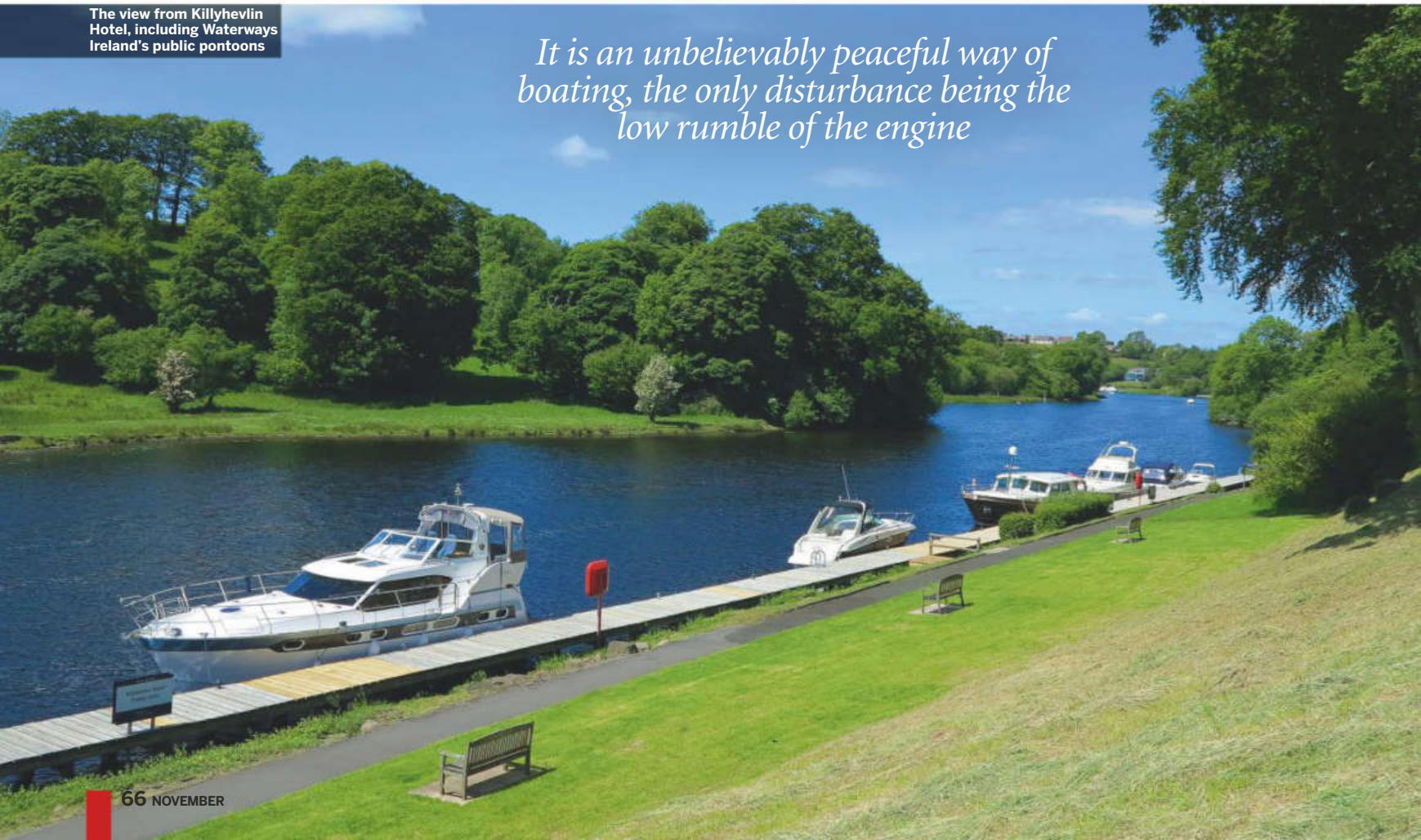
There is one final reason for taking a close look at Westwood if you fancy this type of boat. If you buy a Westwood then the yard will give you a 12-month berth in its marina on Lough Erne free of charge, so you can experience this enchanting place on your very own boat. That, for me, would be reason enough. **MBY**

**Contact** Westwood. Tel: +44 (0)2866 325785

Web: [www.westwooduk.com](http://www.westwooduk.com)

The view from Killyhevlin Hotel, including Waterways Ireland's public pontoons

*It is an unbelievably peaceful way of boating, the only disturbance being the low rumble of the engine*





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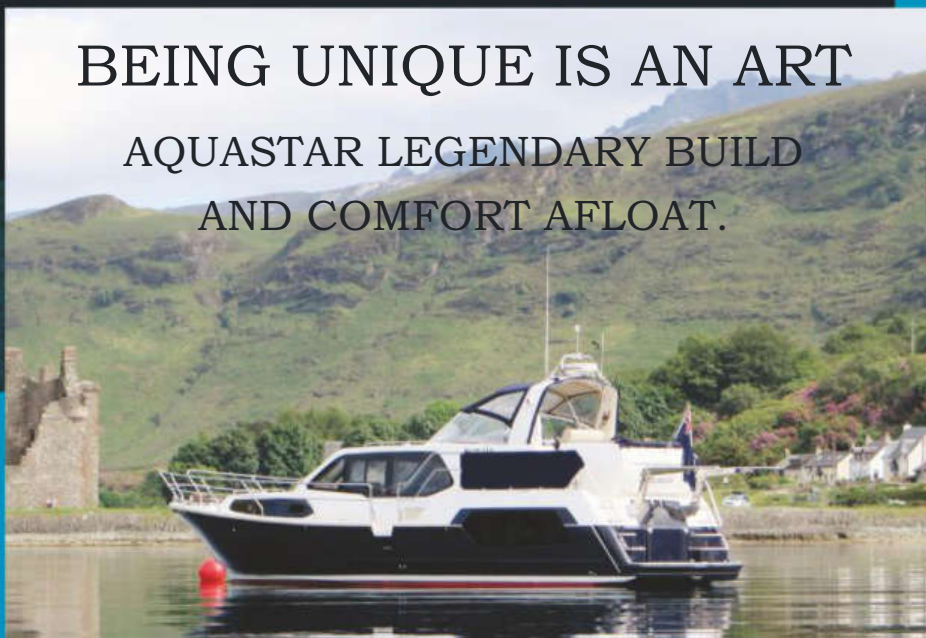


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# *THE FINE LINE*

The largest open Riva built yet, the 88 Florida is a lesson in refinement, confidence and exquisite engineering

Text: Alan Harper Photos: Alberto Cocchi



*When the hardtop is open it transforms the yacht into a true Riva 'open', the biggest ever built*

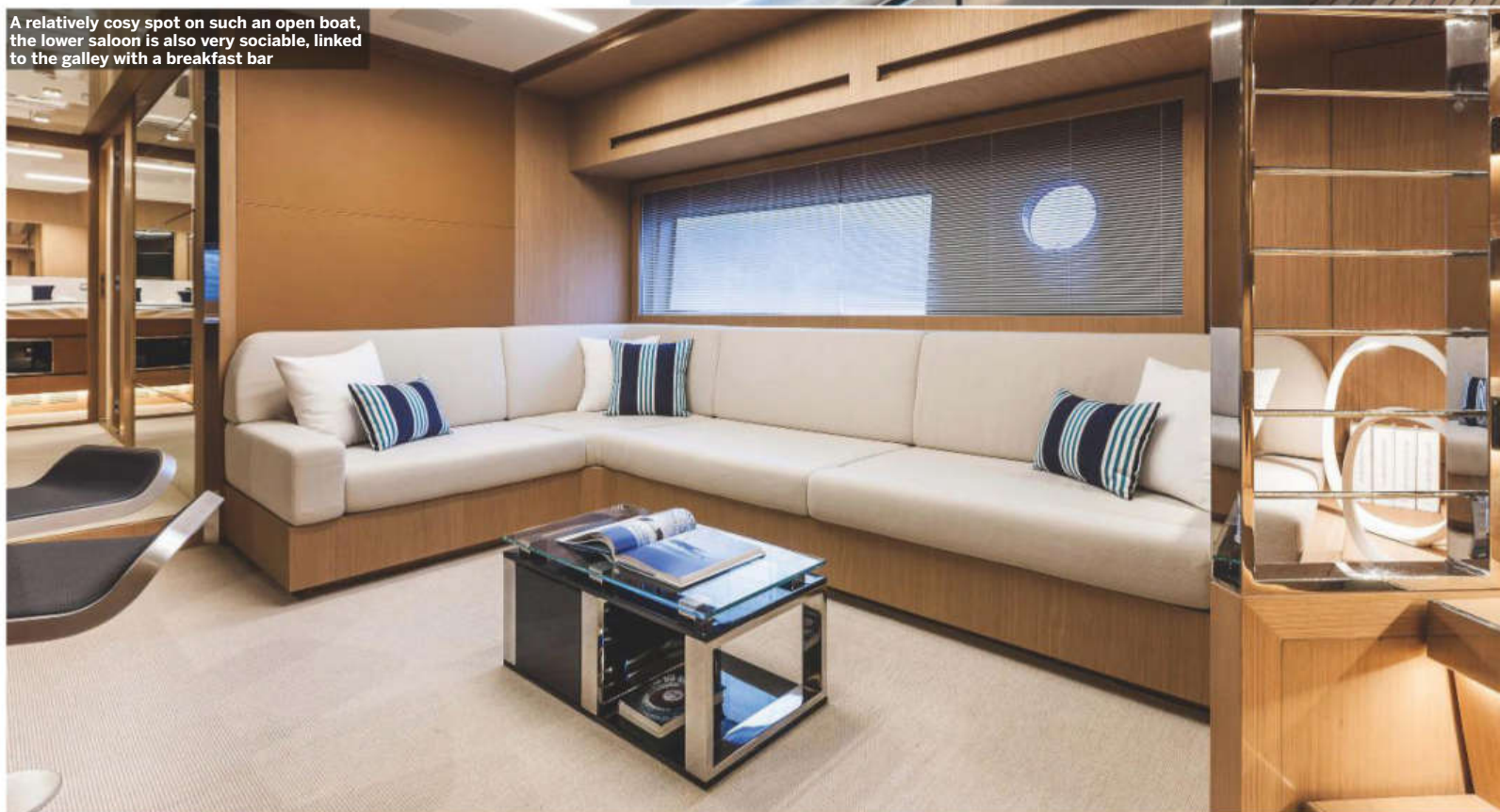
The alluring but rather long-winded Jaeger-LeCoultre Master Grande Tradition Tourbillon Cylindrique à Quantième Perpetuel is, by all accounts, a mechanical masterpiece that keeps excellent time. And with a retail price of £107,000, so it jolly well should. But it could also be argued that the only problem this engineering miracle actually solves, apart from reminding you that you're late for your appointment with the psychiatrist, is to part people from their cash.

I was reminded of the many-dialled Swiss timepiece recently while moored off La Spezia, watching a demonstration of the Riva 88 Florida's new electro-hydraulic hardtop. Foolproof and automated, the huge roof panel detaches itself from the radar arch and windscreen and, borne aloft on carbon-fibre struts, inscribes a graceful arc through the air before settling atop the coachroof. Side panels in the forward superstructure mouldings open to receive the struts, and close again noiselessly. It is a complex and exquisitely realised engineering solution in search of a problem. But at the same time, it's pretty cool.

It does provide a useful function, of course. When the hardtop is closed it shades the main deck, and when it's open it transforms the yacht into a true Riva 'open', the biggest ever built, with the classic curved windscreen and nothing between you and the sky. On the other hand, when it's closed, bridging the gap between arch and windscreen, it isn't really closed – large gaps down the sides will admit rain and wind, which even Riva owners must have to endure occasionally. And when it has opened up the main deck and cleverly stowed itself forward, it forms a perfectly flush lid for



A relatively cosy spot on such an open boat, the lower saloon is also very sociable, linked to the galley with a breakfast bar





The vast open main deck is a homage both to Rivas past and to the pure pursuit of pleasure



the foredeck seating, which is thus placed out of bounds.

The whole thing is really quite odd. But if the concept seems over-complicated, and lacking certain practical attributes that you might expect of a simple bimini or a conventional sunroof, it's also true that neither a sunroof nor a bimini would be nearly as much fun – and neither would they provide that sense of indulgence in refinement and quality that is so much a part of the Riva offering.

## WORKS OF ART

You find examples of this refinement everywhere on board. Some of them hardly seem necessary – the section of transom, for example, that dangles awkwardly from the extended passerelle, was never going to be a better idea than a simple hinged flap – but others are genuinely worthy of note, such as the stainless steel frames of the radar arch, which are so beautifully faired and painted that you might assume them to be fibreglass. The windscreen itself is a structural triumph which comprises seven separate and invisibly assembled sections, and costs, according to the Florida's sardonic project manager, as much as a Range Rover Sport, "including options". The fuel and water fillers are not simply let into the side decks but mounted out of harm's way in the superstructure, behind little doors. At the helm, old-school analogue dials will appeal to the traditional Riva customer as a practical, and perhaps preferable, adjunct to the glass screens.

And then there's the look. Or rather, The Look: with the top up and especially with the top down, the 88 Florida is a thing of beauty. It takes the name of an earlier Riva, a mahogany runabout from the 50s – famously, Brigitte Bardot had one – and thus sets itself a pretty glamorous precedent to live up to, which it manages to do without

The galley is an exercise in sleek and chic – everything you need is there, it's just all disguised to look as if it's not



Space for two tenders in the garage



The foredeck seating, revealed when the hardtop is closed



breaking a sweat. Loosely based on the earlier 86 Domino (MBY, August 2010), the new model has the same 12° deadrise hull, albeit with a lot more glazing fitted, and the same power package of twin 2,435hp MTUs on V-drive gearboxes. It is surprisingly quick – a full three knots faster than the 86 we tested, even though more heavily laden with fuel and water – and while we could dimly recall the relatively shallow-vee hull on that occasion offering a pretty firm ride in choppy conditions, especially at the kind of speeds that seem to come naturally to this hull, all such negative thoughts were banished on board the Florida as we enjoyed perfect midsummer conditions for our test.

Handling is assured rather than lively – more Mercedes than Porsche, perhaps – but never less than precise. The tremendous torque from the MTUs accelerated close on 70 tonnes of luxury motor yacht from a standing start to 40-plus knots in around 40 seconds, while at the other end of the spectrum a dab or two of trim tab kept the hull solidly on the plane when throttled back at 17 knots.

The main deck is laid out with an emphasis on space and movement, as befits an open cruising yacht, with a central helm station, sofas on three sides, a square teak table that doubles in size when unfolded, and a broad sunpad aft over the tender garage. Access to the crew quarters and a commendably spacious engine room is via a hidden companionway on the port side of the cockpit.

Down below the layout hasn't been altered appreciably from the Domino's, and is focused on a superb owner's cabin amidships,



The owner's suite feels as if it could be part of a penthouse apartment



Retractable carbon fibre arms lift the hardtop from the cockpit...

...then lower it on to the foredeck seating area



Even with the hardtop in place the new Florida 88 looks outrageously sleek



## THE DATA

## SPECIFICATIONS

**DRAUGHT** 5ft 10in (1.79m)**FUEL CAPACITY**  
1,650 imp gal (7,500 litres)**WATER CAPACITY**  
198 imp gal (900 litres)**DISPLACEMENT**  
72 tonnes (full load)**ENGINES** Twin 2,435hp  
MTUs 16V 2000 M93**TOP SPEED ON TEST**  
41.4 knots**CRUISING SPEED**  
30-35 knots**PERFORMANCE**  
(range on 80% fuel)**2,400RPM** 41.4 knots,  
221.7gph, 0.187mpg, 247nm**2,000RPM** 34.6 knots,  
159.3gph, 0.217mpg, 287nm**1,750RPM** 29.2 knots,  
130.2gph, 0.224mpg, 296nm**1,500RPM** 23.4 knots,  
91.5gph, 0.256mpg, 338nm**1,250RPM** 17.6 knots,  
60.3gph, 0.292mpg, 385nm**1,000RPM** 13.4 knots,  
34.3gph, 0.391mpg, 516nm**DESIGNER** Ferretti Group/  
Officina Italiana Design**PRICE** €5.95 million ex VAT  
(approx £4.38 million ex VAT)

*The main deck is laid out with an emphasis on space and movement, as befits an open cruising yacht*

which has such big windows and such big mirrors that it floods with daylight like a penthouse suite. New hull windows further forward now bring similar benefits to the forward accommodation: good-sized double and twin ensuites, and a small but well appointed VIP. The lower saloon, separated from the galley by a sociable bar, is an especially pleasant space: bright, comfortable and connected to the rest of the boat, it is a top spot to hang out. The level of refinement seen elsewhere on board is carried through to the interior finish, trimmed with polished steel and quality Foglizzo leather. The light elm veneers are treated with a 'peach' varnish that actually feels soft to the touch.

Of course, 'soft' varnish is a little unusual. It might take some getting used to. It might not be to everyone's taste, or even particularly practical. There is a fine line between indulgence and self-indulgence, between refinement and needless complexity, and sometimes it seems that the Florida isn't quite sure which side of the line it is on.

There's no doubt about that hardtop, at least. It strides over resolutely, brimming with confidence, celebrating its own complicated and exquisitely engineered excellence like a doorbell playing the 1812 Overture, or that outrageous Swiss watch, the pointless but magnificent Jaeger-LeCoultre Master Grande Etcetera.

It's pretty cool, though. **MBY**

**Contact** [www.riva-yacht.com](http://www.riva-yacht.com)

The forward VIP is very well appointed



Light streams into the owner's ensuite



Smart light elm veneer is found throughout the interior









ME &amp; MY BOAT

THE

# HOMECOMING GLORY

Owning a boat can take many different guises and paths, none more interesting than the journey from a small modern dinghy to a 56-foot displacement classic cruiser from the 60s

Text & Photos: **Nick Burnham**







*The “classic elegant lines of a true gentleman’s motor yacht” are what first attracted Gary*

Fully restored, *White Mouse II* is an eye-catching sight around Dartmouth

**L**ike many of us, Gary Walker’s boating career flourished from very humble beginnings. In 1975, not long after the birth of his first child, he and his wife Alison began holidaying in a cottage at Stoke Gabriel on the River Dart. A small dinghy introduced him to the joys of getting afloat, and a few years later a tiny Shetland driven by a 25hp Evinrude was purchased and trailered down to the river for those family holidays. What started as a mere adjunct to a quiet break soon blossomed into the main purpose of those trips, and as the metaphorical tail started to wag the dog, boat size inevitably crept upward.

In the mid 90s Gary bought his first serious vessel, a Nimbus 27 Familia called *Hebe*, powered by a single Volvo 150hp diesel and kept in Langstone. But as any owner will tell you, boats shrink when you get them wet so two years later the Nimbus went in favour of an Oyster Powerline 390. A 40-foot flybridge boat powered by a pair of Cummins 300hp diesels, it granted more space on board as well as increased range, handy for family cruising.

In 1999 he used the Oyster to accompany his friend and adventurer Jock Wishart on an attempt to break the rowing record from London to Paris. In a time of four days ten hours and 54 seconds Jock and his fellow rowers broke the record previously held by the Metropolitan Police, and Jock later went on to develop the attempt into a bi-annual rowing race, the inaugural event accompanied again by Gary who by this time had moved on to a Nimbus 370 Coupe fitted with twin Volvo Penta 230hp diesels. But after three GRP motor cruisers, and following a wholesale move to Dartmouth in 2008, close to where Gary’s boating adventures had begun, it was time for something completely different.

## MAKING A CONNECTION

With the boat now virtually on the doorstep and semi-retirement freeing up far more time, the decision was made that speed was no longer important. A large displacement cruiser that could comfortably provide accommodation for weeks away rather than just days was on the cards, and it was in the classified section of *Motor Boat & Yachting* that Gary first saw *White Mouse II*.

“I had no preconceived ideas for the next boat, beyond a slow speed craft of 50 to 60 feet,” says Gary. “It could have been a steel boat, a fibreglass boat or, as it turns out, a classic wooden boat.” The “classic elegant lines of a true gentleman’s motor yacht” are what first attracted Gary, but when he enquired further, there were three emotional connections that strongly resonated with him. The Perkins engines that power her were made in Peterborough, just half a mile from where Gary grew up. The first owner was the grandson of the founder of the British Aeroplane Company, later the Bristol Aeroplane Company, which became British Aerospace – Gary’s first employer. And the boat was built at Philip & Son in Dartmouth, one mile from Gary’s home.

Today the huge sheds no longer echo to the sound of shipbuilding, but through the early 20th century Philip & Son was a prolific builder. Passenger and cargo steamers, tugs and tankers, the yard even built the Trinity House lightvessels. In the early 60s, before Princess Yachts, Sunseeker and Fairline even existed, it was decided that the yard should turn to yacht building, and a series of wooden motor cruisers was planned. In 1963 the Philip Fifty was launched. Costing just over £20,000 and weighing in at 35 tons, it was fitted with a pair of Perkins 105hp shaftdrive diesel engines. This very magazine tested the first example, recording a precise top speed of 9.91 knots and concluded that, “The Philip Fifty is a well built and well appointed craft and we look forward to further developments at the Philip yard.”

Six Philip Fiftys were built, four still exist (one sank and another caught fire). Of the remaining four, one is now owned by the Taymara



A clever mechanism allows the helm seat backrest to flip over creating sociable rearward facing seating



charity in Scotland, another is owned by Mike Spear who created Suffolk Yacht Harbour, and the final two are back in Dartmouth, one of which is called *White Mouse II* and has belonged to Gary for the past six years.

The name dates right back to the original owner, George White. Grandson of the founder of the British Aeroplane Company, George is credited with having created the subsidiary, Bristol Cars. George's son was very shy which gave rise to his nickname 'Mouse', hence *White Mouse II* (it was his second boat).



The smart boarding steps stow away on the port side

## GETTING UNDER THE SKIN

A quarter of a century later and lying in Antibes she was purchased by David Glass who decided to bring her back to the UK for a 'tidy up'. An engine failure en route through the inland canals of France resulted in the decision to bring the boat the rest of the way home by road, which meant dismantling the wheelhouse. *White Mouse II* eventually arrived in the UK in 1990 and entered the care of Ken Brown Boats Limited. But what seemed like a simple job became more complex the deeper they delved, to the point where eventually the decision was taken to undertake a total restoration. Conveniently, the Glass family business was creating high-end aircraft and yacht interiors, and so it was decided to turn the situation into an opportunity to create a showcase of the company's work. And thus began the process of crafting a significant update, but one that would remain appropriate to the style and era of the vessel.

The original layout featured a crew cabin forward ahead of a galley and heads. The next level up was a simple saloon and steps that led to a wheelhouse with a small cockpit behind it. Back aft were two cabins, the rearmost one with twin beds, the second smaller room having bunks. The revamp saw the wheelhouse lengthened to enclose the small cockpit while the saloon on the lower level was fitted with a curving sweep of sofa around a large table opposite a sideboard. And while the galley stayed in the same place, the forward crew cabin was turned into a comfortable guest cabin with a central double bed. The previously central aft companionway was moved to starboard allowing the forward of the two cabins to have its twin bunks transversely. The heads was then positioned between it and the aft cabin, allowing both to become ensuite. The aft cabin itself was converted to a central double berth from the rather unsociable twin beds.

## OWNER PROFILE

### GARY WALKER

#### Current home port?

We live in Dartmouth and I can see *White Mouse II* from my study window. If the weather is good we can be under way in 30 minutes!

#### Fondest memory?

Arriving back in Dartmouth from the Med – a memorable homecoming encountering so many people with memories of Philips and the boats they built.

#### Furthest from home port?

The Mediterranean.

#### Worst sea conditions?

Rounding Berry Head with my wife on board when I chose the wrong state of tide, wind, and anything else I could get wrong. And the stabilisers weren't working!

#### Funniest encounter?

In Cowes at the start of the Classic Week in 2014. The MD of Suffolk Yacht Haven came on board and said, "My

boss has one of these Philips Fiftys and we use her as the committee boat for the Swan Yachting Regattas." Obviously Philips Fiftys make great committee boats!

#### Future cruising ambitions?

We plan to cruise northern Brittany this summer, support the Tall Ships Regatta in Dartmouth in 2016 and fulfil an ambition to cruise from Dartmouth up the western side of the UK to the West Coast of Scotland.



The result is a much more modern layout better suited to family cruising. But how the changes were done is as important as what was done. Pale grey Alcantara with inset halogen downlighters grace the deckheads. Polished teak forms the bulkheads and doors (finished off with sculpted door handles) while teak and holly flooring is both practical and attractive. The galley now features Corian worktops and comes equipped with modern niceties such as a washing



A curved sofa sits opposite a slim sideboard in the saloon



The galley, with Corian worktops



Sculpted door handles were added in the early 90s restoration



*'Man maths' helped justify Gary's decision to purchase White Mouse II from the Glass family in 2009*



The aft cabin was converted into a double, and now has an ensuite

Homecoming up the Dartmouth estuary

giving a range of about 850 miles with a 20% contingency, enough that Gary normally fills the boat in the Channel Islands during summer cruising that typically extends to the Solent, down to Falmouth and across the Channel. *White Mouse II* has also stood duty as committee boat for the Classic Channel Regatta race two years ago and the BCYC Mid Summer Classics held at the Royal Dart Yacht Club in 2014.

machine, freezer and microwave oven. The helm was thoroughly updated with the then latest Furuno radar and Philips GPS (since updated again by Gary with the addition of a new Raymarine chartplotter), and the engineering wasn't forgotten either. The original twin Perkins 6.354s were reconditioned and a NAIAD fin stabiliser system fitted. Hydraulic steering replaced the original rod system, four 16,000 BTU air-conditioning units were added and the original 370 gallon fuel capacity upped to 800 gallons (Gary last filled up the year before last!). It's a transformation, but a sympathetic one – step inside from the deck of this classic and you don't feel like you've time travelled 30 years into the future. It offers the best of both worlds – vintage style with modern amenities.

## BALANCING THE BOOKS

'Man maths' helped justify Gary's decision to purchase *White Mouse II* from the Glass family in 2009. Against the circa £1 million cost of a brand-new 57 footer, £150,000 bought a massive amount of boat for the money. Even allowing for some work that needed doing (an engine rebuild, a strip back and re-varnish and the decks re-caulking) the total cost once returned from the South of France to Dartmouth was well under a quarter of the price of a new boat. And it has so much more character, often being recognised by people who have seen it in different ports on their own travels.

Running costs, often the biggest concern of an older wooden boat, have so far worked out at less than the oft mooted 10% of purchase price per year, including the mooring and running the Dory tender. Local craftsmen carry out maintenance, additional work over previous GRP boats mainly amounting to varnishing. "When we stripped the varnish back to bare wood we had ten coats applied and I was told that two coats a year should see me through a decade," says Gary.

In terms of actual fuel costs, *White Mouse II* consumes a relatively parsimonious 3.5 gallons per hour on average, that massive tankage

Statesmanlike best describes the feeling of slipping the moorings in this magnificent 50-year-old cruiser. Significantly heavier than a modern day flybridge cruiser of similar length, in combination with nearly five feet of draught it equates to a distinctly planted sensation – everything happening in slow motion compared to the sometimes flighty feel of a monster-engined planing boat. But it's not just the sheer physics, there's a very different ambience to the old girl too. The vertical wheel, the traditional ball-topped stainless steel throttle levers that connect to the motors via cables rather than the light yet remote electronic link of the latest systems. The whole boat just feels more physical somehow, like a living breathing entity that requires gentle coaxing rather than being bent to the skipper's will via a pair of thousand-horsepower motors and a set of bow and stern thrusters.

It's the same story out at sea, the two solid Perkins rumbling quietly at low revs deep in the bowels, the boat absolutely rock steady. Wide side decks combine with the 8-knot cruise to positively encourage strolling those teak decks under way – an area out of bounds in anything but flat calm conditions on a fast boat. It's the same story inside; make a cup of tea, prepare some lunch, read a book – enjoy a leisurely life on passage rather than clinging on and waiting until the next marina for normal life to resume.

This is gentlemanly life aboard a real gentleman's yacht, and it's not hard to see the attraction in this alternative style of cruising. The joy is in the journey, not just the destination, and the feeling that *White Mouse II* will keep going all day for another half a century. **MBY**

## THE DATA

### SPECIFICATIONS

**LENGTH OVERALL** 56ft 6in (17.2m)

**BEAM** 14ft 0in (4.3m)

**BUILT** 1963

**BERTHS** 6

**FUEL CAPACITY:**

800 imp gal (3,637 litres)

**ENGINES** Twin Perkins 6-cylinder 6.354 diesel engines

**CRUISING SPEED** 8 knots

**COST NEW IN 1963** £20,750





Both new models 890S and 890C available in diesel inboard or petrol outboard version

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TRAINING FOR MOTOR BOAT CAPTAINS

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# BOAT MASTER



A fleet of Rivas – certain to bring enjoyment, not necessarily riches

## ASKMBY YOUR QUESTIONS

*Investing in a classic boat; choosing to charter or own*

### RICHES IN A RIVA?

As a lifelong motor boat enthusiast I've always dreamed of owning a classic Riva. I've got a bit of spare cash to invest in something and can't help thinking that these rare and beautiful craft are undervalued compared to the prices which classic cars are fetching at the moment. I've seen an immaculate 1971 Riva Aquarama advertised for sale at just over £300,000, which doesn't look bad given the cost of a classic Ferrari or run-of-the-mill new boat, but would you recommend it as an investment?

I bought my current Princess 54 on Dave Marsh's advice and that has worked out superbly so I'm hoping for similarly sound advice this time around. **Richard Porter**

*I hate to be the one to shatter your dreams but I would struggle to recommend any boat as a genuine financial investment. The market for classic cars may be over inflated but there is always a ready queue of wealthy people looking to buy one, and cars are relatively easy to store, maintain and enjoy.*

*Classic wooden boats are much more of an acquired taste and need constant care and attention to keep them in top condition. By all means buy one as an investment in enjoyment, pride of ownership and personal reward but don't expect to make a killing on it once you've factored in the running costs. **Hugo***

### CHARTER COSTS

In a bid to get a taste for potentially keeping a boat in the Med we have been chartering in various destinations, including Croatia, a few of the Greek islands, and the Balearics. This has got me thinking as to whether I want the hassle of keeping my own boat abroad or whether we should just keep chartering. Any thoughts? **Dan Anscombe, Kingston**

*It's a good question and not a simple one to answer. The beauty of charter is that you incur none of the stress and maintenance costs of having your own boat abroad while having the pick of various locations in which to do your boating. You can choose exactly what type of boat it is you would like to charter depending on your needs at the time, and it's a great way to experience a mix of different cruising grounds.*

*However, these charters don't come cheap and although you are avoiding the initial outlay of buying and transporting a boat, every time you want to go boating you will be stumping up for what can be an eye-watering charter cost.*

*If you buy, yes you have the cost of buying and running but the boat is yours to do what you want with whenever you want, and the beauty of boating is that you can move wherever you like under your own steam. It's this undiluted freedom that is one of the pure joys and very essence of boating, and you could even charter it out when you're not on board! **Jack Haines***

ADVERTISING FEATURE

## BERTHON

### The art of laying up



Berthon's James Hollingsworth explains the ins and outs of preparing your boat for winter



### 1 Do I need to winterise my engine?

Yes. Normally, we would recommend a full service before winterisation so that any issues or problems are found out in good time for repair. The minimum, however, would be to check fluid levels and run up the main engine, introduce inhibitor to the raw water system, open up the water pump and remove the impeller, spray the engine with inhibitor, and seal the air intake and exhaust.

### 2 What about the generator?

Exactly the same. Berthon is a well-oiled machine itself, so consider delegating the job and having it done efficiently. Also this is the time to have the engines and generator serviced by a qualified engineer.

### 3 Is it worth draining the plumbing?

Definitely. Avoid frozen pipes in the winter and stagnant smells in the spring – pump out and drain down the fresh water system; drain down the toilets; switch off/isolate the immersion heater; disconnect the fresh water pipes in the bilge; remove the discharge pump impellers, and pickle the watermaker to the manufacturer's specification.

Typically, this all takes Berthon a matter of hours, saving you a weekend in the bilge. Our team is efficiency in motion.

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Our Technical Guru  
Dave Marsh  
Email: mby@timeinc.com

Mobile devices dock inside Fusion's head units, so they're IPX5 protected and stay fully charged too



## Sound waves

*A host of on-board options for music on the move will suit every budget and taste*

There's no doubt that moving sound into the digital domain has helped music-loving boaters more than most. Vinyl may be making a welcome comeback, but I've not yet seen any IPX5-rated turntables. Connectivity that includes Bluetooth, wireless, iPod/Pad/Phone, USB, NMEA2000 and ethernet, plus streaming services and digital music servers (hard disc drives which store and dispense digital media including sound) mean that the easy transportation and transfer of music on to your boat no longer even warrants discussion.

This mushrooming of choice has spawned a mind-boggling panoply of options. At its most simple, you could connect your i-things or Android device to Bluetooth-enabled waterproof speakers such as the TDK Trek A34 and stream music for a supremely flexible and installation-free set-up. At the other end of the scale lie full domestic multi-room AV installations with such

niceties as a wearable sensor that turns the music on in the appropriate area as the owner roams through their boat.

Somewhere in the middle lie dedicated marine hi-fi companies such as JL Audio and Fusion. JL Audio kindly invited me to test its latest equipment, on dry land but also on a blustery day in Poole harbour on a 70-knot RIB. That was followed by a visit to Fusion, where I listened to and played around with one of its top-end systems, complete with its new Signature speakers. To provide a reference point for quality, on both occasions I took along a dozen disparate test CDs that I'd previewed on my own eclectic

domestic hi-fi system. At circa £9,000 it's far from top end, but it's not bad. I also auditioned Naim's £895 mu-so system because it probably represents the pinnacle of one-box wireless music, and as such could be effortlessly installed inside a motor boat, providing it was suitably protected from the elements. Finally, I had my ears tested! Apparently, my right ear has a slight dip in sensitivity around 5kHz, but otherwise my hearing was deemed fine for a 57-year-old bloke. What follows are sound bites from an immense soundstage, but hopefully sufficient to provide a starting point.



Impressively, on both JL Audio and Fusion systems (JL Audio shown here) adding subwoofers improved the sound quality but didn't turn the sound into a thudding bass-heavy mush

**MY TAKE:** While I still can't get my head around some people spending more on an AV system than I spend on my car, I do appreciate just how much sound quality varies between apparently similar systems. **Hugo**



### STREAMING AND COMPRESSED AUDIO

Most streaming services run at 320 kilobytes per second (Kbps) or thereabouts, the same quality as typical MP3 downloads. Listened to in isolation, these sound okay, but pitched against music from the so-called 'lossless' CD standard of 1,411Kbps (16 bit/44.1kHz) the 320Kbps music sounded second-rate. If you use your phone to stream music, it may well be in an even more compressed form such as Spotify's 'high quality on mobile' setting of 160Kbps. Fusion played an identical track from Spotify at its 320 and 160 settings, and the more compressed counterpart sounded terrible, as though a thick plastic sack had been dropped over the speakers. Even Naim's universally acclaimed 6x75Watt amplified mu-so sounded so-so with 320Kbps music, at least to my ears. If sound quality is remotely important to you, my recommendation is that you



## 30 SECOND BRIEFING: IMPROVE YOUR HI-FI



**Fusion's systems can be controlled from mobile devices, tablets, and even large chartplotter screens (all major manufacturers are covered)**

only stream from one of the premium providers such as Tidal or Rdio that offer the full-fat 1,411Kbps service.

### SOUND QUALITY

Based on my listening tests, I reckon that if you want the ultimate in sound quality, nothing will beat a conventional high-end domestic 240V system. There are also numerous ways of upgrading (see 30 second briefing) on an ad hoc basis that don't involve core system changes. However, this assumes that you have the requisite space inside, and that the system could be sheltered from the elements. Nevertheless, that system's sound could still find its way outside courtesy of Fusion or JL Audio waterproof speakers.

Curiously, although it makes amplifiers and a multiplicity of speakers, JL Audio does not make head units as Fusion does, although it does have a new weatherproof MBT-RX Bluetooth receiver, so streaming is easy. Consequently, my CD listening tests on JL Audio's equipment came courtesy of Clarion's waterproof head units. To my ears, the acoustic quality

of JL Audio's systems (I heard three in all) was distinctly superior to the Fusion system I heard. As with all hi-fi, it's difficult to separate the strands – was it the head unit, the amplifier, the speakers, or a symbiotic combination? Although I trust my ears, for a second opinion I called one of Britain's premier RIB builders, and its head of production said that it fits Fusion as standard because of its amazing connectivity, but installs JL Audio when a customer demands the best audio quality.

### CONNECTIVITY AND VERSATILITY

Fusion and JL Audio are not the only players. If your hi-fi needs to withstand the elements, by far the best single source I found for alternatives was an outfit called Marine AV who handles marine hi-fi from Alpine, Clarion, JBL, and Sony, among others. Marine AV also stocks a range of waterproof housings, so if you have a great hi-fi head unit in your car, an option is to replicate that on your boat, install a housing, and add speakers as required.

However, when it comes to connectivity and functionality, I found

nothing remotely as comprehensive as Fusion's equipment. Fusion-Link provides integral wireless, Bluetooth and HDMI, and Fusion's units also have NMEA2000 and ethernet which allows on-screen control from the luxury of a connected chartplotter. This is significant because I found Fusion's albeit unfamiliar menus difficult to navigate on the small display – no surprise given their unavoidable complexity. Although I couldn't test drive this particular function, navigating Fusion's menus from a giant screen should be far easier. The connectivity doesn't end there. Most head units have iPod/MP3 connections of some sort, and Marine AV sells numerous external iPod/MP3 connectors, but on Fusion's head units iPod and other mobile devices dock directly inside the IPX5 rated units, where they are also charged. Likewise, Poly-planar has an add-on multi-zone system, but Fusion's 750 units sport integrated four-zone controls.

### SUMMARY

How rivals fare against Fusion and JL Audio on the audio quality front I can't say – Marine AV is a great place to start for advice. The good news is that you don't seem to pay a premium for the marinisation of Fusion and JL Audio's products. Fusion's connectivity and versatility is second to none, and JL Audio's sound quality is terrific for its price: if you powered its most expensive (£260) M-series subwoofer and priciest (£500) new top-end M880 coaxial speakers with its finest (£700) 1,000W 5-channel amplifier, you could still buy the most expensive waterproof head unit Marine AV sell (£350) and have change from £1,900. **MBY**

**Contacts** [www.fusionentertainment.com/marine](http://www.fusionentertainment.com/marine);  
[www.jlaudio.co.uk/marine-audio](http://www.jlaudio.co.uk/marine-audio);  
[www.marine-audio.com](http://www.marine-audio.com) (Marine AV)



- Even if your big comfy cruiser has a conventional domestic AV system running off 240V, its quality can be improved significantly by fitting a range of aftermarket products. Upgrading speaker cables and interconnects is the well-known way to improve sound quality, but these are not the only methods available.

- Mains-borne interference is the little known enemy on boats, and it can have a surprisingly large detrimental effect. Although it is most obvious when a big item of machinery such as a fridge or a generator switches on or off, all manner of electromagnetic gremlins can find their way into a simple mains supply and degrade your audio or even the picture quality on a TV.

- The simplest way of tackling this is to fit aftermarket mains cables to all your components, and plug these into a mains smoother. I've had remarkable success with Russ Andrews PowerKord cables ([www.russandrews.com](http://www.russandrews.com)) and Monster's HTS1000 power supply centre. Yet another Russ Andrews mains cable, the £56 PowerMax Plus, significantly enhanced the picture quality on my TV.

- If the peculiar notion of mains cables drastically improving quality doesn't sound too esoteric for you, there are a whole host of other products such as mains conditioners and surge protectors that aim to eliminate the unwanted noise and spikes in the mains. And while these ideally need to be earthed, many of them simply plug into the 240V socket that is closest to the AV item whose output you are aiming to improve.



**JL Audio's new M880 coaxial speakers come in a white or titanium finish**



Zebra may begin with a 'Z' but 'Z' is definitely for Zulu



## TAKING A BEARING

**TIM BARTLETT:** *Talking through his Rs*

I don't usually read the *Daily Mail*. In particular, I don't read Richard Littlejohn. The NHS is stretched enough without adding self-inflicted hypertension. But having been pointed towards one of his latest outpourings I found myself irresistibly sucked into reading it.

According to Littlejohn, an official at the Department of Work and Pensions had told an ex-policeman that he shouldn't use the word 'Zulu' when spelling out his postcode. "We're not allowed to say Zulu any more," he was told. "It's been changed to Z for Zebra."

Of course, it's possible that Littlejohn was misinformed. But we all know that policemen never tell porkies, and civil servants never make mistakes or make up rules.

I'd better get on to it quick, I thought, before my book on VHF radio procedure goes to reprint with out-of-date information.

But so far as I have been able to discover, the International Civil Aviation Organization (India Charlie Alpha Oscar) hasn't reprinted its Telecommunications Manual. Nor have the International Maritime Organization (India Mike Oscar), the International Telecommunications Union (India Tango Uniform), the Federal Aviation Authority (Foxtrot Alpha Alpha) reprinted theirs.

To be honest, I'm relieved. Not

just because it saves me having to rewrite 26 words of the book, but because the current phonetic alphabet has served aviators, mariners, emergency services and non English-speaking call-centre operatives well for 60 years. It works just as well when you have to give your postcode over the phone as it does when you need to spell your boat name to a French Coastguard over the radio. It's certainly better than the impromptu 'N for Knickers', 'Z for Xylophone' versions, or struggling to remember that the French pronounce 'I' as 'ee' and 'E' as something more like 'uh'.

It's better because the words weren't plucked out of the air but developed after thousands of tests involving more than 30 different nationalities. So almost anyone, anywhere in the world, can pronounce the words and anyone hearing them can guess at what letter each word represents.

For an English-speaker, it takes very little effort to learn, and no effort to type it out and stick a copy of it alongside your radio on the boat and your telephone at home.

And I honestly think that the risk of offending a passing Zulu, Indian, New Englander or Québécois by using the letters Z, I, Y or Q is pretty insignificant!

# Tender choices

*New options the benefits of outboards and waterjets*

A frequent discussion with potential tender buyers has been the outboard versus waterjet dilemma. Outboard fans argue that a portable outboard is simpler and easier to service. And those who frequently land on or launch from sandy beaches often declare their unease with the notion of pumping high speed sand or shingle through a waterjet and past a concealed impellor.

However, waterjet devotees point to their tender's unmatched ease of launching and recovery. Whether it's craning on to a bathing platform or a flybridge, or hauling a boat in and out of a garage, in choppy conditions the process is far easier and safer with no outboard flailing around.

However, Cabrio RIB and Genius tenders have systems which aim to provide the best of both worlds. The best demonstrations come courtesy of YouTube (search for 'new generation tender Genius' and 'Cabrio tender'). Simply put though, on the Genius tenders, sliders plus a hinging transom allow the outboard to tilt through 90° and then slide forward until it sits inside the body of the tender. On Cabrio's RIBs, the transom simply hinges bodily forward (courtesy of an electric motor) so the outboard still sits within the length of the RIB, but not quite as far forward as the outboard on the sliding Genius does.

There are more advantages to both systems than just an easier and far safer launch and recovery. Outboard powered tenders invariably stow with their tilted outboard poking out behind the tubes, consequently both

systems shorten the overall length of the stowed tender-outboard package. The stored height drops too. So there's more room on the platform or the flybridge, or more spare space inside a garage. In some cases, the reduction in length will be sufficient to allow a larger and longer tender to be carried. With the weight more centred, these tenders will be easier to crane on and off the mothership than the spread-eagled alternative.

Genius currently has an 18-strong model range (although new models will be at Cannes) with lengths from 2.0 to 3.6 metres; power from 4hp to 25hp, and a weight of 29kg to 98kg, with half in PVC and the other nine in Hypalon. Cabrio has fewer boats but its ten-strong range stretches from 1.85 to 5.0 metres, 4hp to 50hp, and its lightest RIB weighs in at just 25kg ex engine.

**Contact** [www.bhg-marine.co.uk](http://www.bhg-marine.co.uk) (Cabrio); [www.atmosphenet.it](http://www.atmosphenet.it) (Genius)

**New Genius models at the Cannes show include the 362 HTS, which has a hydraulic system to move the engine and the console**



**Cabrio's ten-strong model range runs from 1.85 to 5.0 metres**



# Save the panda

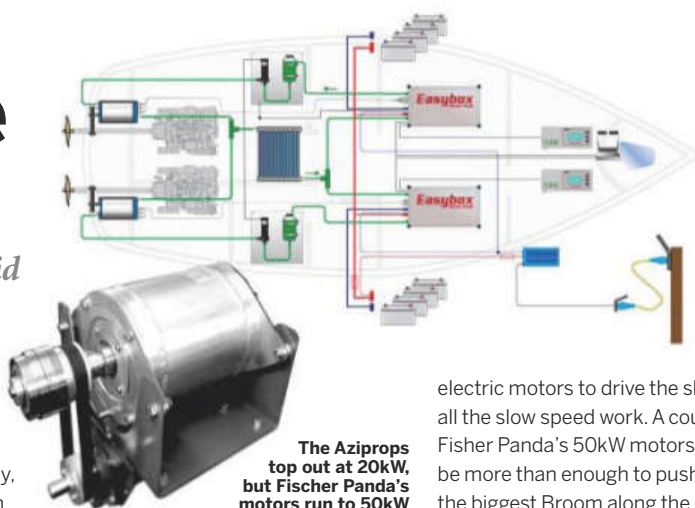
*Switch to electric or hybrid*

Fisher Panda, the German company renowned for its compact generators, recently emailed a press release detailing its EasyBox – a nondescript slab that is essentially a sophisticated junction box. Fortunately, just before pressing delete I clicked on its two websites (see below) and although a little abstruse, what the websites eventually revealed is a highly innovative company that has quietly developed an astonishingly integrated and comprehensive mix-and-match collection of electric motors, fuel cells, joystick controls, inverter/chargers, and electric Aziprops (steerable electrically powered motor/propellers). Plus the control systems to make all these devices converse easily with each other.

There seems to be something for almost any boat owner or boatbuilder interested in electric or hybrid power.



A split-personality Broom blasting offshore



The Aziprops top out at 20kW, but Fischer Panda's motors run to 50kW

There are all-electric systems for slow boats (power output from 1x7.5kW to 2x50kW, i.e. 10hp to 134hp) as well as serial and parallel hybrid drive systems, which combine conventional diesel propulsion with electric motors. These drive the same shafts but are powered by batteries (invariably lithium ion) via the workings of the EasyBox.

It's not just builders and new boat buyers that might be interested in Fisher Panda's myriad systems. For instance, it is possible to take, say, an old twin diesel engine Broom or Atlantic with a split personality that is used to blast offshore at 30 knots one week, and then potter along the inland waterways the next. Space permitting, almost any boat that is used in this way could be retrospectively hybridised by adding a pair of control systems and

electric motors to drive the shafts for all the slow speed work. A couple of Fisher Panda's 50kW motors would be more than enough to push even the biggest Broom along the inland waterways at the maximum allowable speed. To prove the point, Fisher Panda's own 12 tonne Broom 37 demo boat reaches about 6.7 knots with just 20kW (26.8hp) of power. Hey presto, a boat that in one of its roles becomes all-electric, with all the inherent advantages of zero emissions under way, to all intents no noise, super-low running costs if the shorepower is used to 'fuel' the batteries, and a great dollop of electric torque to help with those difficult fast-flowing-tide manoeuvres in confined rivers.

If you're interested in electric or hybrid propulsion, Fischer Panda's two websites contain a treasure trove of extremely useful information and wide-ranging products.

**Contact** [www.whisperprop.de](http://www.whisperprop.de); [www.fischerpanda.de](http://www.fischerpanda.de)



## iSailor

iSailor is a tablet navigation app from a company

that is usually associated with big-ship navigation systems. But the Transas developers have down-sized their thinking well, to come up with an app that is easy to use and boasts a clear and uncluttered display and some handy built-in features, such as an anchor alarm. The app itself is free, but wide-area chart coverage is more expensive than most (five packs to cover the UK, at £21.28 each) so it's probably best for those who confine themselves to one particular area.

Compatible with iOS and Android

Free from iTunes and Google Play. Chart prices vary (e.g. UK South Coast and Channel Islands £21.28)

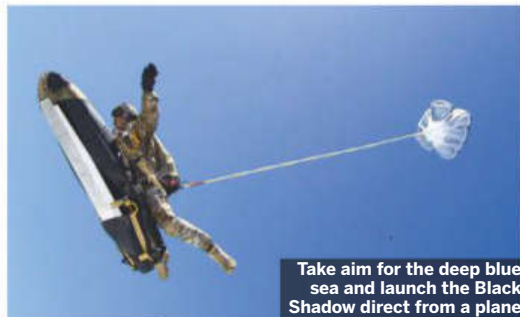
## AND YOU THOUGHT YOUR BOAT WAS SPECIAL

### What is it?

Most of us will have seen those colourful little sea scooters made by SeaDoo and others. Well, if they are the rainbow trout of the sea-scooter world, the Seabob Black Shadow 730 (SBS730) is the dark suited killer whale, the sort of sea scooter you would encounter piloted by James Bond or a school of wet-suited special forces types chanting hup hup hup.

### What makes it special?

Leisure sea scooters generally have a top speed of about 3mph, a running time of around 1.5 hours, and a dive depth of between 5 and 30 metres. With its 60-metre rating, the commercial SBS730 is made of sterner stuff, and its 8hp and 75kg of thrust propel it at up to 8mph, a terrific speed for underwater travel.



Take aim for the deep blue sea and launch the Black Shadow direct from a plane

### How far will it go?

Like all battery powered vehicles (the SBS730 is lithium ion) its range depends on the power level used, but at very low power a fully charged

Black Shadow 730 can run for over six hours, giving a range of almost 60km. Typically, though, at 50% power, its operating distance is around 22km.

### What are its vital statistics?

Its 1.76m length is just under the height of an average man. The heaviest leisure sea scooter we found weighed in at 14.5kg, whereas the SBS730 tips the scales at 110kg. Unsurprisingly, optional accessories include an all-terrain transportation trolley.

### So what's with the parachute?

That marine pictured isn't scared of water – the Rotinor has a harness attachment that allows intrepid types and their Black Shadows to be dropped from an aircraft and launched directly into the water.

### Would Q be proud?

Absolutely. The Black Shadow 730 includes an underwater compass, LED headlights, a sonar system, a depth sensor and a dazzling green display.

**Contact** [www.rotinor.com](http://www.rotinor.com)



Explore depths of up to 60m on the Black Shadow 730



SWI-TEC's anchor buoy is priced at €265 ex tax (the stainless steel basket is an optional extra)

# Pest control

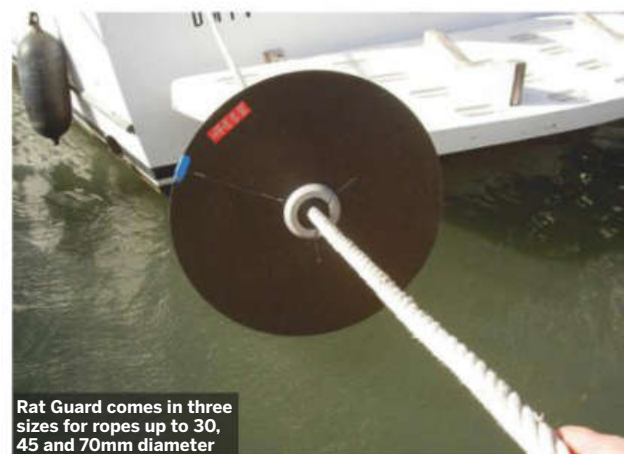
## SWI-TEC rat guard and anchor buoy

SWI-TEC sells a whole boatload of interesting stuff, ranging from gangways to sunshades. Many of its products are sailboat-oriented, but two of its offerings are just as relevant to us motor boaters. Rat Guard is self explanatory; it's a system designed to

stop rats and other vermin in their tracks when they crawl along your mooring lines. In some parts of the world this is not uncommon, in fact two of our contributors spent a considerable amount of time chasing a rat around their boat that had crawled aboard while they were cruising in Greece.

A grey coloured split hub holds the key to its workings. This allows Rat Guard to be attached to the mooring lines after the lines have been secured, then the disc clips on to the hub. Boat owners that do encounter rats are then treated to an 'It's a Knockout'-style spectacle where Ratty vainly attempts to cross the disc which inescapably rotates around the hub and drops Ratty into the drink. According to SWI-TEC, the tight fitting rubber baffles in the hub also allow Rat Guard to be used on anchor chains, and yet still stop vermin smaller than rats passing through.

Anchor buoys can simply comprise a fender and bit of old line, but self adjusting devices are far more versatile.



Rat Guard comes in three sizes for ropes up to 30, 45 and 70mm diameter

In waters with a big tidal range they're the only sensible option because, notwithstanding a degree of tide-induced drift, they keep the buoy directly above the anchor. SWI-TEC's version can cope with depths of up to 65ft (20m) and the adjustable belt has a 1,100 pound (500kg) rating, more than enough for tripping line duties. Its sheer size and its white finish should make it reasonably visible in daylight, but there's a band of reflective tape too, plus an optional automatic light-sensitive LED with a claimed range of one nautical mile. Also optional is a no-anchoring warning sticker (a sweet little anchor overlaid with a red X), but I reckon that skull and crossbones would be more effective.

**Contact** [www.swi-tec.com](http://www.swi-tec.com)



Rat Guard's split hub is attached after lines have been secured



The disc clips on to the hub and spins round

# Class A AIS

## Promises clear and easy transmissions

ACR has introduced a new Class A AIS transceiver, featuring a large (4in) display and exceptionally simple operation through an on-screen menu, combined with soft keys and a twiddle-and-push selector knob. Additional features include the ability to send and receive AIS text messages.

Designed primarily for commercial vessels, the AISLink CA1 is relatively bulky and expensive compared with the Class B transceivers that are produced for recreational craft, but offers the additional peace of mind that comes of sending Class A transmissions – the knowledge that your position, course, and speed will be updated more frequently than if you are using a Class

B transceiver, and a greater certainty that its 12.5W transmissions will be received by other vessels.

For those unwilling to stump up the £2,134.80 for the CA1, ACR has also introduced the CB1. Priced at £706.80, the CB1 is a waterproof black-box transceiver with a built-in GPS. Its transmitter power is lower than that of the CA1 – just 2W – and its update frequency is lower, but it will



still allow you to be 'seen' by other vessels' AIS when you want to be seen, with a 'silent mode' available for those times when you don't.

**Contact** [www.acrartex.com](http://www.acrartex.com)

A combination of soft keys and twiddle-and-push selector knobs make the CA1 easy to use





GRAND BANKS YACHTS

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travel arrangements call Colin Watts



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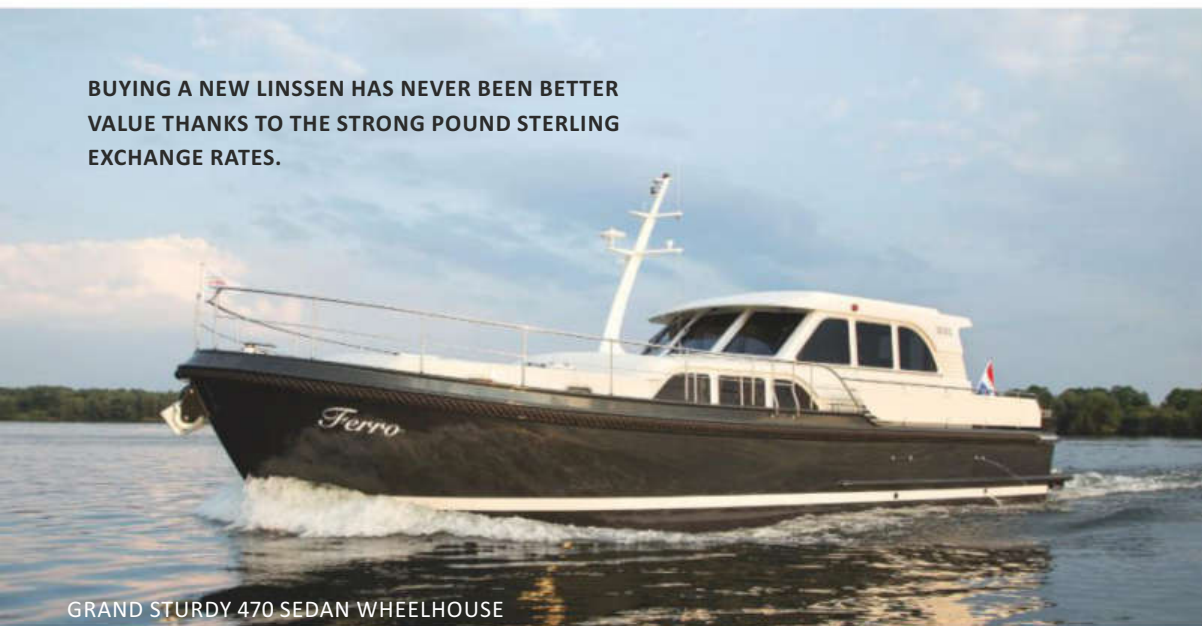
### THE BEAUTIFUL & HIGHLY ACCLAIMED GRAND BANKS 65 ALEUTIAN RP

The original model that launched the acclaimed Aleutian Series has been redesigned, refreshed and restyled. Interior layouts provide fantastic options for living and entertaining, including a spacious saloon, an aft deck that features dual wing doors and a large, custom-made teak dining table that is protected by the flybridge overhang. The flybridge itself features two standard Stidd chairs, a generous L-settee that surrounds a custom teak table, wet bar, plenty of storage, and a large electronics panel for those who prefer to in open air.

The 65RP also features port and starboard-side pilothouse doors, easier engine room access through a new port-side door, and a host of other performance and luxury features.

Get more information, photos, and a virtual tour online: [grandbanks.com/65RP](http://grandbanks.com/65RP)

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VALUE THANKS TO THE STRONG POUND STERLING  
EXCHANGE RATES.



GRAND STURDY 470 SEDAN WHEELHOUSE

LINSSSEN  
  
YACHTS

#### GRAND STURDY 470 SEDAN WHEELHOUSE

The all new Grand Sturdy 470 Sedan Wheelhouse is a new concept building on the success of the 530 AC Wheelhouse shown at DIBS 15 in January this year. This design is aimed at the coastal cruising market but is also very happy in the larger inland waterways of Europe. The 470 has a sublime layout with a large forward cabin with French bed, separate shower and toilet, a guest cabin with toilet and a luxurious saloon/galley and steering saloon.

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INVITATION Linssen Yachts Boat Show - Maasbracht (NL)  
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# TRIED&TESTED

We put the latest kit through its paces

## Takacat Lite

£1,499 & Lehr 5hp engine £1,150

I've become a bit of a catamaran tender convert ever since I tested the brilliant little 4.0m C-Fury Patrol. The inherent stability and soft ride that a twin-hulled design delivers gives catamaran tenders a natural head start when it comes to ferrying passengers to and from the mothership.

The Takacat is a whole lot shorter (at 3.0m), lighter (31kg) and cheaper (£1,499 ex engine) than a C-Fury and therefore much closer to the kind of inflatable which most people use as a tender to a typical 30-50ft craft. To make the point Hypro Marine, the UK importers of Takacat, loaned me one for two weeks over the summer to use as the tender to my own boat. They also fitted it with one of their 5hp LEHR propane outboards so that I could experience the pros and cons of living with a gas-powered engine.

The boat is supplied in two separate bags, one for the hull and one for the high-pressure inflatable floor, which makes it a bit easier to carry, store and repack than cramming it all into a single big bag. As usual the hand pump and pressure gauge supplied as standard are next to useless so it's worth investing in a proper electric pump, such as Bravo's excellent

Superturbo BST. This aside, the set-up process is easy: you inflate the two aft chambers first, then the two forward ones before inserting the high-pressure air-deck and seat, which keeps the structure rigid.

The first thing to note is how stable the Takacat is. With both tubes set well apart and a large flat floor between, it's extremely easy to step into without upsetting the balance. The low, open bow means it's particularly good for nosing up to a beach and stepping off without getting your feet wet.

It's also easier to row than a monohull inflatable, partly because there is less drag (only the twin sponsons are immersed, not the central deck) and partly because the twin keels keep it tracking in a straight line. It also tows very well, resisting the tendency to swing from side to side over the mothership's wake.

Under power, it's an absolute hoot. At displacement speed it potters along very comfortably with three adults but with just one adult or two kids on board, it will start to plane even with a 5hp engine (it's rated up to 9.9hp). You'll need to get your weight forward but once up and running it zips along very nicely at 12-14 knots. In flat water it corners like a magnetic Scalextric



Low drag catamaran hull and 5hp engine proved a fun platform for young crew, and a practical one for the older members!

VALUE ★★★★★  
RATING ★★★★★

car, generating far more grip than its size and speed would suggest.

I drove it all the way back from Studland to Poole Harbour through some quite choppy conditions, and the combination of the catamaran hull and inflatable air-deck took all the sting out of the waves. The open bow meant that I did catch a bit of spray and once or twice the propeller lifted out of the water but it was a whole lot more fun than most 3.0m inflatables in these conditions. A larger 3.4m model is also available that can carry up to five people and an engine up to 15hp.

The LEHR propane engine proved too stiff for my 12-year-old

son to start but with no leaky petrol tanks, air vents or fuel taps to worry about it made refuelling afloat a much cleaner, easier affair. The only downside is that there is no way of telling how much gas there is left in a partially used canister and with enthusiastic use you can burn through a full one in 30-40 mins – we got through seven of them in two weeks, which at £7 a pop begins to add up. If you owned one, you'd almost certainly want to invest in one of the bigger 6kg refillable tanks. In most other respects it was easy to use and an ideal companion to the Takacat. **Hugo**  
**Contact** [www.hypromarine.com](http://www.hypromarine.com)



It packs down into two carry bags for easy carrying and stowing



Takacat is light, fast, stable and easy to get on and off making it a fun and practical alternative to a monohull tender



High pressure inflatable floor provides rigidity and keeps your feet dry. Surprisingly, the open bow rarely takes on any water



## Zhik Kiama jacket

€219

July shouldn't really be a good time to test a water-repellent jacket but as is the way with UK weather, conditions couldn't have been more ideal to show off this new jacket from Zhik. In overcast conditions with the odd shower and temperatures reaching about 18°C, the Kiama shone. The superfine brushed lining kept me warm without ever tipping into being too warm and – heaven forbid – sweaty, thanks to some great breathability, while the Nylon shell worked brilliantly to keep me dry from plenty of spray.

A great fit and simple styling means I've been as happy wearing this on the water as off it, and all the features you'd need and expect are present and correct. Top of the

list is the exceptionally high collar to keep the elements at bay, followed by an adjustable hood that stows away into the collar, two zip pockets (one with a D-ring inside) and a small-ish zipped inside pocket, plus a hanging hook on the outside of the jacket.

Available in this eye-catching cyan or a more muted ash or black, the jacket has a chic matt finish and a flattering hip-length cut. **Rebecca Miles**

Contact [www.zhik.com](http://www.zhik.com)



**VALUE** ★★★★★  
**RATING** ★★★★★

## 5 OF THE BEST Action cameras

### SONY AS30V

SteadyShot technology suppresses shakes and vibrations, making this gadget perfect for shooting on the move on a boat. It weighs just 90g and takes full HD video, even underwater, and you can connect and share via Wi-Fi or NFC one-touch (Sony's own-brand Bluetooth). **Cost** £169 **See** [www.sony.co.uk](http://www.sony.co.uk)



### GARMIN VIRB ELITE

Long-life battery means you won't be caught short while filming, plus the Elite has a super robust design to survive bumps and knocks. It can withstand water splashes but the separate dive case is recommended for total submersion. **Cost** £219.99

**See** [www.garmin.com/en-GB](http://www.garmin.com/en-GB)



### GOPRO HERO4 SILVER

This high-performance camera with touchscreen display is waterproof to 40m, films in lifelike quality and has a built-in video trimmer so you can create and share clips with ease. New features Night Photo and Night Lapse allow you to capture footage after dark with ease and results that belie the effort and expertise involved! **Cost** £329.99 **See** [www.gopro.com](http://www.gopro.com)



### LIQUID IMAGE EGO

It's the smallest and cheapest of our round up, but the Ego still packs a punch. It's highly adaptable and mountable, plus Wi-Fi-enabled to work with Android and iOS for live streaming. And it's water resistant and shockproof – which is always reassuring when you're handling digital equipment on a boat. **Cost** £120 **See** [www.amazon.co.uk](http://www.amazon.co.uk)



### OLYMPUS TOUGH TG-860

We'd like to see you try and break this one; it's shockproof, waterproof, freeze proof and crush proof. Features include image stabilisation, continuous shooting mode, a flip-up rear LCD screen for perfect selfies and a super-wide lens. By scanning a QR code you can even pair it with your smartphone and control it remotely, for both video and stills. **Cost** £269.99 **See** [www.olympus.co.uk](http://www.olympus.co.uk)



## Party Grip-O bottle holder

From £30

We've all been there: you're anchored in a quiet bay, the chilled rosé is on the table and you're enjoying a well-earned drink when a wake from a distant ferry rolls in and tips the lot all over your guests. The Party Grip-O is designed to keep both your bottle and glasses safe whatever the sea throws at it.

It looks much like any other clear plastic wine cooler but has eight little sucker pads attached to the base. When pressed on to a smooth surface they latch on to it like the tentacles of an octopus, refusing to topple over even with a (nearly) full bottle of wine inside it. A Perspex tray then slots over the top to hold up to six wine glasses. A number of other options including snack rests, tumbler holders (pictured above) and a range of good quality unbreakable plastic glasses are also available.

The bottle holder itself isn't vacuum sealed so it's not quite as effective at keeping the bottle chilled as a proper wine cooler but its suction pads are remarkably strong and versatile. They stick to GRP, varnished wood, glass and even RIB tubes so you can choose to have an impromptu party on the foredeck or even the tender instead of the usual cockpit dinette. They also do a convenient can/beer bottle holder (pictured right) which is ideal for helms and flybridges. Ironically, the one



The Grip-O wine cooler has suckers on the base to prevent it sliding around when the boat rolls

surface they won't stick to is unsealed wood so you may have to find a different spot to secure it if you've got a teak table in the cockpit.

The standard tray supplied with the basic kit did seem to fit most different shapes of stemmed wine glass and the optional unbreakable plastic glasses were impressively clear with a nice weighty feel and just a thin seam to give the game away. I tested the wine bucket on my cousin's Windy Bora 40 and it has now found a permanent place in his drinks' locker. Given how meticulous he is about his boat and kit, that's high praise indeed. **Hugo**

Contact [www.swipewipes.co.uk](http://www.swipewipes.co.uk)

**VALUE** ★★★★★  
**RATING** ★★★★★

Individual can holders cost £7.98 and stick to any smooth surface





# OUR BOATS

Top tips from real boat owners in the MBY fleet

## MBY'S FLEET

**FLEMING 55**  
**PLAY D'EAU**  
PIERS DU PRE, Guernsey

**AQUASTAR EXPLORER 67**  
**ROMA**  
BOB THOMAS, Port Solent, UK

**HORIZON PC60**  
**PTOLEMY**  
Alec Hammond, Bahamas

**KARNIC BLUE WATER 2250**  
**BOHEMIAN GIRL**  
HUGO ANDREAE, Poole, UK

**BÉNÉTEAU SWIFT TRAWLER 34**  
**BLUE'S AWAY**  
JACK HAINES, Marina de Portimão, Portugal

**DUCHY 27**  
**ALCHEMY**  
PHYLLIS ROCK, Yarmouth, UK

**PRINCESS 67**  
**JENNY WREN**  
MIKE ROTHERY, Sant Carles Marina, Spain

**CORVETTE 320**  
**FALCONET**  
DAVID MORRISON, Chichester Harbour, UK

**SELENE 47**  
**HIGH FLYER**  
TESSA TENNANT, Lymington, UK

**WINDY 37**  
**SEVO**  
HARRY METCALFE, Port Saint Jean, France

**BAVARIA VIRTESS 42 COUPE**  
**SOLENT BEAUTY**  
PAUL THOMAS, Southampton Town Quay Marina, UK

**GREENLINE 33**  
**SOLAR WAVE**  
DAVID ALLEN, Rossiters Quay, UK

## NEXT MONTH

**FAIRLINE SQUADRON 78**  
**MATCH II**  
JOHN WOLF, Port Vauban, France

The ins and outs of retrofitting a hardtop



**JEANNEAU NC14**  
**DIANA**  
JOHN BRUNYATE, Port Solent Marina, UK

Undertaking sea trials



## FLEMING 55

# West is best

*A cruise along France's west coast is always a treat, but even more so when joined by your own jazz band*

For us, there's no doubt about it. When it comes to France, west is best. Once you've rounded the Finistère Peninsula with its Chenal du Four and Raz (pronounced 'ra') de Sein, cruising opens to a magnificent playground of exciting ports, anchorages and archipelagos such as the Glénans Islands, known as the Breton Tahiti.

This year, Lin and I took *Play d'eau* from her home in Beaucette Marina, Guernsey, on her second adventure along the west coast of France, south of La Rochelle to Rochefort on the Charente river.

Despite dire warnings in pilot books and almanacs, I have to say that our experience of rounding the Finistère says two things. First, if you transit the Chenal and the Raz at slack tide with a F3 or less, the passage will be fine. Second, if you find yourself the only boat in the area, your planning is wrong!

### PORT LA FÔRET

Having rounded the peninsula and stopped at Audierne (don't miss eating at Le Goyen Hotel – the local oysters are deliciously sweet) we continued to Port la Fôret. We love this marina. It may be large, modern and home to the Vendée Globe racing catamarans, but its location and scenery are superb for walking and cycling.

The nearby village of La Fôret-Fouesnant at the end of the brackish lake has the finest boulangerie, patisserie and chocolaterie – Richard's – we have ever found, with top-notch crispy croissants for breakfast. Arriving at 10am one morning, I asked for, "*Trois croissants, s'il vous plait.*" The young



There's always a first time for everything – *Play d'eau* hosts a jazz concert in its cockpit

mademoiselle politely told me they were sold out and that in any case (glancing at her watch and giving me a look of disdain that only a French mademoiselle can give) it wasn't *petit déjeuner* anymore, but *déjeuner*. Well, there's telling you. Suitably admonished, I shyly asked for a baguette and was rewarded with a beautiful smile.

If you like crêpes, look no further than the eccentric Crêperie Quartier d'Été a short stroll from the marina. If you golf, a round at the nearby prestigious Cornouaille Golf Club, which persists in flying the Union Flag upside down, might just fit the bill.

### JAZZ ON PLAY D'EAU

Two years ago, the six-man Cornouaille Jazz Band had played on the marina's bandstand. Having given them copies of my photographs, we became good friends with the trumpeter, Alain

Duhaut, who, as a young boy, had sailed from Port la Fôret to St Peter Port, Guernsey, with his father in their tiny 6m red-hulled sailing boat.

With his father passing away, Alain had repeated the route last year. I had gone to Victoria Marina to meet him where he'd played his trumpet amid great clappings and cheerings from other boaters. Later, the two of us had sat alone drinking rosé while he reminisced about the original journey he'd taken with his father.

Nearly a year later as we were en route from Audierne to Port La Fôret we received a call on Ch16. "*Play d'eau*, this is Cross Étel. Over."

Why would the Coastguard be calling me? I responded, cautiously.

"Your destination?" I was asked. "Port la Fôret, over." "*Play d'eau*, do you know a M. Alain Duhaut?" "*Oui*," I said, even more cautiously this time. "M. Duhaut wants you to know he is monitoring your progress on AIS and will greet you on arrival."

The Coastguard relaying personal messages? What can one say, but how totally brilliant of Alain.

We were allocated pontoon R just 20m from the bandstand. As we approached our berth we were greeted by a rendition of God Save the Queen followed by the Marseillaise. After a whisky, Alain asked, "Would you like the jazz band to play on *Play d'eau*

The leaky port stabiliser ram was replaced with a new one



Brian from Golden Arrow is quick to arrive from Southampton to fix the leak





**Play d'eau gets a pontoon to herself in Rochefort**

on Wednesday?" Hesitating for less than a microsecond we replied, excitedly, "Yes, please!"

It was early evening when five musicians arrived to take up residence in the aft cockpit. Jean-Aubert on banjo and guitar, Jean-Francois on tenor saxophone and clarinet, Alain on trumpet, Georges on drums and Michel on bass guitar. Last but not least, Jean-Michel (who sports the most magnificent bushy beard), the band's resident videographer. The only player who couldn't make it was Marc, who plays contrabass, alto and soprano saxophone.

With everyone plugged in the warm up started. Banjo and tenor sax tuned to an A and the others followed. The stage was set and *Play d'eau* rocked, to the jazz as well as the wakes other boats made as they passed.

After some ten pieces, it was time to relax and for the band to sample British real ale (London Pride and Speckled Hen), Scotch whisky, Gordon's Gin, Waitrose orange squash, and *Play d'eau* ice from Guernsey water. Lin brought out a version of stuffed eggs on melba toast which disappeared as fast as the tray could be refilled. We'd used 14 eggs, it must have been good. As the band departed among fond farewells and threats of making me play clarinet next year, we were left in a state of wonderment and with the most magnificent memories possible.

#### INTERNATIONAL RESCUE

Motoring out of Port la Fôret early the next morning, we saw Alain on the breakwater playing for us again. We waved and sounded *Play d'eau's* Kahlenberg trumpets as if in competition. "Au revoir, Alain," we

shouted, yet knowing we were too far away for him to hear. He waved back, holding his trumpet high in salute.

With Rochefort as our destination our route had us calling into Port Haliguen, Pornichet, Les Sables d'Olonne and La Rochelle. Just when you don't want it happen, it does. For years our Trac stabilisers had been problem free, but following the day's long cruise from Les Sables d'Olonne to La Rochelle we found an oil leak had begun to show from the seal of the port stabiliser ram.

The last thing we needed was for the seal to blow under 1,500psi and issue a fine spray of litres of fluid into the engineroom creating a highly flammable and potentially explosive oil mist. We called Brian George, customer

service manager of the Trac UK distributors, Golden Arrow. "Take some pics, send them to me and I'll call you straight back." I did and he did.

Within moments a master plan was hatched. Brian, based in Southampton, would take the ferry to Cherbourg and drive to La Rochelle with a van load of tools, spares and oil, to repair *Play d'eau* a few days later.

Spot on 8am, Brian arrived and parked his sign-written van immediately adjacent to *Play d'eau* on the Quai d'Honneur of the Les Chalutiers basin. A welcome sight indeed.

Disappearing into the engineroom, he squeezed between the port engine and the bulkhead and began disassembling the top plate and ram.

Within moments he said, "Aha, that's the problem. The yoke's misaligned with the ram causing the piston to operate slightly out of true, putting uneven pressure on the seal."

Having realigned the yoke, replaced the ram with a new one, centred the fin's electronic sensor, replaced a weeping hose and topped up the oil reservoir, we were ready for a test.

"Start the engine," Brian called. I did. "Perfect," said Brian. "No leaks, accurately aligned, and working a treat."

With some small adjustments to the system's operating parameters to bring *Play d'eau* more accurately level when cruising, the job was complete in seemingly no time at all and we were ready to go again. What magnificent service. What a star! **Piers du Pré**

**Play d'eau moored up in Païmpol, en route to the west coast of France**







*Ptolemy is carefully lowered off the freighter in Florida*



*A publicity shot for the new Yacht Controller gadget*



*Rafted up with a PC52, the two powercats together made a fantastically large party platform*

## HORIZON PC60

# Time to shakedown

*Taking delivery of a new boat is an exciting time, with plenty to get used to*

Our new Horizon Powercat *Ptolemy*, a PC60, was ready for sea trials in Taiwan in May this year. Barbara and I flew out to Kaohsiung full of eager anticipation and we were not disappointed, especially with the wonderful welcome from Horizon's CEO John Lu and his wife Alice. My relationship with them goes back to the very start of Horizon Yacht Company 27 years ago when I bought the first boat they built.

*Ptolemy* was docked in Kaoshiung City Marina, ready and waiting for inspection and sea trial, and while Barbara and Alice Lu soon found the best seat for a breezy cruise off the coast, John made himself useful in the galley pouring the champagne.

Inspection and sea trial threw up the usual number of issues needing attention, the most significant of which was an area of the saloon that should have been finished in high gloss but was actually matt. What was really impressive was that the finish became gloss almost overnight!

The next time we saw *Ptolemy* was when she arrived on the deck of a freighter in Port Everglades' commercial dock in Florida, looking

very different from the boat that we left behind in Taiwan. She had been well prepared for the transit half way across the world with everything wrapped up that might be vulnerable. It was a scary moment as she was lowered over the side – all I could think of was that terrible YouTube clip of a yacht falling out of the slings then nose-diving into the harbour.

The clean up, fettling and commissioning took place in Fort Lauderdale. There can be no better place to prepare a boat – every imaginable part and service is available, and not for nothing is it referred to as the boating capital of the world.

On August 21 we headed out east from Florida for a 55-mile crossing of the Gulf Stream to the Bahamas on our shakedown cruise. With calm seas we made a comfortable 18 knots from the 715hp Cummins QSM11 engines pushing our 40 tonnes happily across the often-challenging Gulf Stream.

Before we left, we had a little publicity shot to celebrate the installation of Yacht Controller on *Ptolemy*. The little gadget hanging from my scrawny neck (pictured top right) can drive the bow thruster, gears, helm, throttles etc, and even lower and raise the anchor. Looks like I can sit on the beach and send the boat off round the bay!

### LOBSTERS AND STORMS

We had an excellent crossing and an hour after we arrived were joined by Bill and Sheila on their Horizon PC52, which had also been on the freighter from Taiwan. Also on their shakedown cruise from Fort Lauderdale, they had a little issue with the autopilot but otherwise all okay.

Day two we left the marina and cruised south to anchor up. Marinas aren't really our thing and with the PC52 rafted alongside it was party time. We tested our lobster-hunting

skills and it seems that it is a bit like riding a bike. We'd soon found the sweet spot and hauled 16 little beauties on board for dinner.

The return trip back from the Bahamas was a little more interesting. The forecast was good with light winds and benign seas, but it was not to be the case. At that time of the year and in that part of the world the high sea and land temperatures help storm cells to form and we fell foul of one of them. Steady 30-knot winds gusting 40-plus with driving rain, thunder and lightening put *Ptolemy*, and indeed Barbara and I, to our first test.

I must have a bizarre sense of humour because my enjoyment increased in tandem with the building seas. While I did alter course slightly to improve our angle of approach to the waves, at no time did we need to slow down from our 18-knot cruising speed. I was also impressed with how well the bow design and spray rails worked – very little sea reached us on the flybridge.

We're back in the UK for September but returning to Florida early October when we will probably venture up the east coast of America for a few weeks, then, in December we will do a Christmas/New Year cruise in the Bahamas. Can't wait!

I'm not fond of tempting fate but so far... everything on the good ship *Ptolemy* is working well, including the ancient mariner and his lovely bride Barbara. **Alec Hammond**

*It was a scary moment as she was lowered over the side – all I could think of was that terrible YouTube clip of a yacht falling out of the slings*



# MOTOR BOAT LA YACHTING

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2000-2012, FROM £190,000

## Azimut 55

*A designer flybridge with real Italian flair that has aged beautifully*

**F**lybridge design hasn't changed a huge amount over the past decade but nevertheless it's a truly impressive feat that the Azimut 55 still looks ahead of its time, more than 15 years after its launch.

Sporting a pair of saloon windows jutting out from the main deck like shark fins, the exterior styling by Stefano Righini will still turn heads in a crowded marina. The use of mirrored glass keeps the smooth exterior lines intact and hides the fact that

these windows are actually broken up on the interior by the pillars that support the vast flybridge.

But don't be fooled into thinking that this is a mere designer yacht without the seakeeping credentials to back up its glamorous looks. Azimut Benetti has a well-earned reputation for producing capable seafaring vessels that can mix it with the best that the big British yards have to offer. The sheer number of 55s built at its Avigliana factory over more than a decade, 233 in total, speak volumes about its enduring popularity among owners of all nationalities.

The Azimut 55 production line ran for 12 years, but there was only ever one engine option – the twin shaftdrive Caterpillar C12s – such was the yard's confidence in the standard installation. The power on tap is certainly ample, with each 6-cylinder engine generating anywhere between 660hp and 710hp, depending on the model year. This translates into a top speed of more than 30 knots and a cruising speed of 22 knots – plenty quick enough for most needs, even by today's elevated standards.

Tankage is also competitive at 2,200 litres, giving a 300-mile cruising range at





## INSIDE THE AZIMUT 55

*The Azimut 55 production line ran for 12 years, but there was only ever one engine option – the twin shaftdrive Caterpillar C12s*



Two steps separate the lower saloon from the helm, galley and dinette area

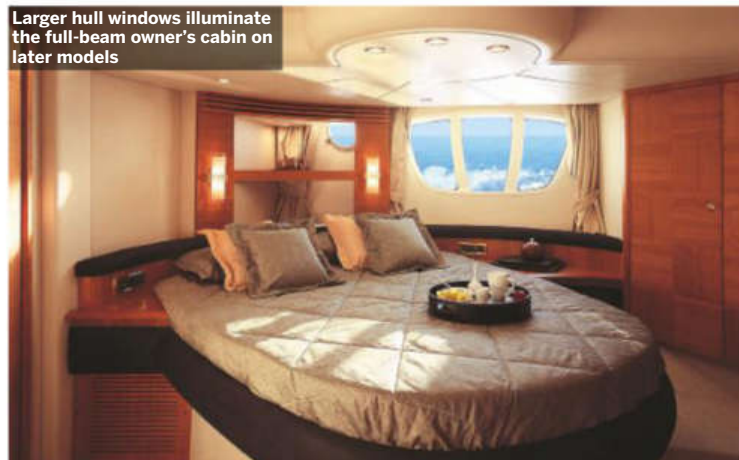


The central helm position is surrounded by plenty of space for laying out paper charts

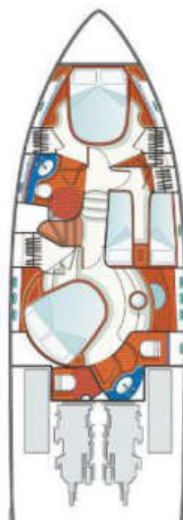
The centre panel of the dinette can be removed to create two small cocktail tables



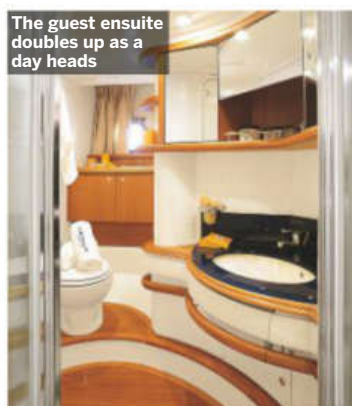
Larger hull windows illuminate the full-beam owner's cabin on later models



Nine deep storage lockers feature in the master suite



The guest ensuite doubles up as a day heads



Forward VIP cabin has ample headroom





#### ANODES

One of the owners we spoke to reported that his anodes needed replacing frequently. This may be location specific but worth asking the broker when they were last changed

#### INTERIOR LIGHTS

Halogen spotlights are hot to the touch and use more power than modern LEDs – a relatively easy update

#### LEATHER WALL LINING

On the model we saw, the leather wall lining in the companionway had become saggy with age, although it tightened up once the boat warmed up

#### HIGH SIDE DECKS

Berthing side-on may be a problem, especially if your crew aren't very athletic, due to the high side decks and bathing platform buttresses

#### BLACK WATER TANK

We heard reports of the seams splitting and having to be repaired – a potentially messy job, so well worth checking

#### HELM WINDOWS

Manual opening mechanism on early models can seize up, so it's worth checking how easy they are to open. Later models got electric opening windows

## I BOUGHT ONE!

I bought **Simonstad**, my **Azimut 55**, from new in spring 2007. Since then she has been based in Chichester and the Hamble, and used purely for pleasure. I've put about 140 engine hours on the clock, cruising the Solent, the Isle of Wight and down to Weymouth.

It's a beautiful boat with smooth Italian lines and the interior styling is just wonderful – I love the soft leather and well-fitted bathrooms.

It's the first boat I've had, so there's not a lot to compare it to, but it is quite hard to board from the side as it's designed for Mediterranean stern-to moorings. I can get 33 knots from the Caterpillar engines, but normally cruise quite comfortably at 22 knots. I've never measured fuel consumption, but it's done Chichester to Weymouth and back without needing refuelling.

The anodes need to be looked at on a regular basis, although they aren't hugely expensive to replace. The only major problem I've had was a split black water tank a few years back – one of the seams went and we're not sure what caused it. It's got air-conditioning, but as she's based in the UK, I tend to use the heater much more often.

The worst sea state I've tackled was during my Day Skipper course near Southampton. The weather was horrendous, but the boat was excellent, it was a great experience to have when I was just learning, it got rid of the fear. **Marita de Beer**



*To truly cut it as a big family flybridge, the Azimut has to ace the accommodation and there are no major disappointments here*

22 knots, with a 20 per cent margin for error. Likewise, the water tank can hold 640 litres as standard, which is helpful for long trips at sea despite the weight penalty it carries when full.

When Dave Marsh put the first hull to the test on a choppy Solent day in 2002 (MBY, March 2002), he reported that: "Although the Azimut 55 has no obvious vices, I bet its subdued handling would sharpen up with an empty or repositioned water tank".

It's certainly not averse to rough weather though, as former Azimut 55 owner Bob Fuller found out during a challenging cruise in 2007 along the South Coast. He reported that it coped admirably with an agitated Solent being pounded by a Force 8 gale. "It was the worst sea state I've ever been out in and the Azimut handled it well; it's a very stable boat," he said.

#### BELOW DECKS

To truly cut it as a big family flybridge, however, the Azimut has to ace the accommodation, and there are no major disappointments here. While the master cabin is a little dark by modern standards (despite an expanded hull window that was brought in for the 2005 model year) the sheer amount of internal space is impressive.

Spread across the full width of the 15'7" beam, the master cabin boasts a diagonally mounted queen-size double bed with plenty of floor space and nine deep storage lockers – more than enough for any owner to spread out and feel truly at home on the open sea.

Even more impressive is the full-beam ensuite, which includes that most continental of bathroom features – a bidet. European washing habits aside, this area comes with a folding seat,



## DATA FILE

**Model** Azimut 55  
**Type** Flybridge  
**In build** 2000 to 2012  
**Designer** Righini and Galeazzi  
**Hull type** Planing  
**RCD category** B for 12 people  
**Current value** From €250,000  
**Length overall** 57ft 4in (17.48m)  
**Beam** 15ft 7in (4.75m)  
**Draught** 3ft 1in (0.95m)  
**Displacement** 21.0 tonnes (light)  
**Fuel capacity**  
 484 imp gal (2,200 litres)  
**Water capacity**  
 141 imp gal (640 litres)  
**Performance** 30 knots with twin  
 660hp CAT 3196 engines  
**Cruising range** 253 miles at 27  
 knots with 20% reserve

## THE COSTS

**Servicing (inc labour & VAT)**  
**Pair of CAT C12** 710hp engines  
 £2,136 inc UK VAT

**Replacement parts (inc VAT)**  
**Raw water pump** £2,518.42  
**Injectors** £1,075.33 each  
**Oil cooler** £604.82  
**Starter motor** £1,544.34  
**Alternator** £533.12

## SURVEYOR SAYS

Azimut has often been ahead of the curve in terms of design and the 55 is no exception, with its organic styling and capacious accommodation.

Construction is a combination of hand-laid and vacuum-infused GRP. The 55 has a massive flybridge overhang, which although reinforced with integral aluminium beams, should be checked for flexing, manifested by stress cracking.

The 55 was only ever fitted with Caterpillar C12 engines, some of which had factory recalls, so check the service history.

Returning to the positive, the 55 stands out from the crowd even ten years after its inception and I have no problem with the quality of the internal fit-out or the overall quality of the engineering.

**Tony McGrail, Yacht Surveyor**  
**Tel** +44 (0)1202 483644  
**Email** mcgrailtony@yahoo.co.uk  
**Website** superyachtsurveys.com

which means you can use it as a shower bench if needed.

And while we weren't able to take the brokerage example we inspected out on to the water, we can attest to its high level of noise insulation – a neighbouring boat's alarm, which was near-deafening on the pontoon, was barely audible in the owner's cabin.

Moving further forward and the guest accommodation is similarly impressive, with a spacious queen-sized double in the bows with an ensuite, which also serves as the day heads. Situated to starboard is the third cabin, which features twin single beds and a full-height storage locker. A fourth crew/kids cabin can be found in the stern of most models, accessed via a steep ladder underneath the cockpit seats, although some owners chose to keep this bare for extra storage space.

Throughout the accommodation, you can see evidence of Azimut's fine attention to detail and plenty of reasons why this model has aged so well. Thoughtful little touches such as translucent rubber stoppers on the bulkheads mean no unsightly scuffmarks where the door handles could so easily bang when opened.

### CREATURE COMFORTS

It's not just the cabins that are spacious and comfortable, as the Azimut 55 also boasts a lavish saloon. Spread across three levels, it is a far cry from the modern ideal of single-level living, but

The twin Cat C12s are easily accessible from both sides



at least all three levels flow seamlessly into one another.

Starting at the stern, you have a wraparound C-shaped settee on the portside, facing a pop-up 46-inch television. Two steps then lead up to the main dinette on the starboard side, which is big enough to seat six, but with a removable central section that can convert this area into a pair of cocktail tables. The centreline helm position is the star of the show, with a

hugely supportive and almost infinitely adjustable helm seat situated within easy reach of the dramatic curve of the dashboard. Triple windscreen wipers ensure decent visibility in all conditions and there is more than enough room for charts if you choose to back up the standard fit Raymarine E80 with paper.

A small step down to port gives access to the galley, which is well stocked and cleverly



**MY TAKE:** Looking at those rakish exterior lines it's hard to believe that the earliest Azimut 55s are now 15 years old. Find a well looked after example and it could happily pass for a five-year-old boat with the space and comfort to match. **Hugo**

The rear of the flybridge can be fitted with a tender crane or extra sunpads



SEE THE VIDEO



mby.com/a55



Passerelle doubles as a tender lift but side access to the bathing platform is restricted by buttresses



laid out, including a neat crockery cupboard with concertina doors. The blue colour of the Corian worktops on this example looks a little dated but there's no doubting its quality. Azimut made a few 55s with cream worktops, but these were very much in the minority and are likely to prove hard to track down on the used market. The knee-height microwave isn't ideal either, but the upside of this is plenty of light from the large eye-level windows.

Overall, the saloon is generously proportioned and makes good use of the available space, with more than enough handholds to make moving around underway worry-free. And although I did smack my head once

towards the rear of the galley section, the padding was generous enough to avoid the usual profanities.

#### OUTDOOR LIVING

Optional extras are few and far between as most key items were included as standard. The main variable is tender storage as some owners specified a passerelle to lift the tender on to the bathing platform, while others preferred a flybridge crane. With the aft of the flybridge left free for this purpose, there is only space for a fairly modest curved dinette and wet-bar.

Visibility from the helm is slightly impeded by the sloping radar arch and the large overhang astern that obscures the rear corners of the transom. Despite this, Bob admits that in his many years driving an Azimut 55, he has never used the lower helm position.

Mooring is made easier by the standard-fit bow thruster, while many Mediterranean models also had the optional stern thruster specified to make berthing stern-to that much easier. This Mediterranean mind-set is perhaps the best explanation for the lack of side access for boarding. With full length buttresses impeding access

to the bathing platform and no side gate in the bulwark, it's clear that the 55 wasn't designed for side-on berthing.

One key advantage of the 55's cockpit design is the canvas covers, which can be rolled up and stored above head height, thanks to a clever system of zips, poppers, bungee cords and Velcro. On the ten-year-old model we viewed, this was still a very manageable set-up and it took just a few minutes to completely seal off this huge cockpit from the elements.

From the owners we spoke to, it would appear that reliability is rarely an issue with the Azimut 55 and the problems which do crop up from time to time are easily resolved. That said, the model we inspected had seen repairs done on its black water tank after one of the seams split. In terms of service history, the anodes will need to be replaced fairly regularly, but the Cat C12s are rugged engines that have widely available spare parts.

Azimut finally phased out the 55 in 2012 in favour of the new 58 after an enduring 12-year production cycle. Give or take a few mishaps along the way that means there are still over 200 examples afloat, ensuring a ready

## RIVALS

### Ferretti 53

A fellow Italian that squeezes 33 knots out of the same twin 710hp CATs. Sturdy Ferretti build and engineering ensure this is still a sought-after buy today. Expect to pay £250,000 for a 2003 version.



### Fairline Squadron 55

A British alternative with excellent handling and a top speed of 32 knots from twin 700hp Volvo D12s. Prices start at £220,000 for a 2002 model.



### Sunseeker Manhattan 56

This 59ft rival from Sunseeker can hit 29 knots with twin 660hp CATs or 30-plus knots with the bigger engine options. 2004 models start under £300,000.



High coamings and a long flybridge overhang make for a sheltered cockpit

## WHAT'S ON THE MARKET



**Date 2006 Price £349,000**

**Located Chichester**

This twin 710hp Cat C12 powered model has just 145 engine hours on the clock. Featured in this article.

**Contact** [www.ancasta.com](http://www.ancasta.com)



**Date 2005 Price €690,000**

**Located Malaga**

This Spanish-flagged model has 380 hours on its 710hp Cat C12s and has a bimini, dishwasher and washing machine.

**Contact** [www.bponautica.com](http://www.bponautica.com)



**Date 2007 Price €590,000**

**Located French Riviera**

Another twin 710hp model, with bimini and crew cabin, it has only done 200 engine hours.

**Contact** [www.azimutyachts.fr](http://www.azimutyachts.fr)

supply of second-hand ones coming on to the market.

Most of these are likely to be found in and around the Med with just the occasional example up for sale in the UK. That may mean travelling around to find the best example at the most attractive price, although the one we found for sale through Ancasta in Chichester actually looked good value for its age and condition.

The Azimut 55 may not have quite the same nimble handling as its British counterparts but its modern styling, lavish saloon, full beam owner's suite and secure sea-keeping remain as valid and desirable as ever.

**VALUE ★★★★★**

**BUILD QUALITY ★★★★★**

**ACCOMMODATION ★★★★★**

**PERFORMANCE ★★★★★**

**OUR VERDICT 80%**

**Next month** Nimbus 42/43 Nova



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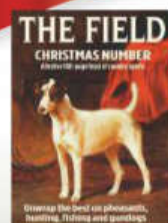
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**FLT5**



# FIND ME A USED... Affordable coupé

Words: Nick Burnham

## KEY CRITERIA

- Well protected accommodation
- Compact size
- Practical layout

## DATA FILE

**Length** 27ft 2in (8.3m)

**Beam** 9ft 3in (2.8m)

**Draught** 3ft 3in (1.0m)

**Displacement** 3 tonnes

**Fuel capacity**

58 imp gal (263 litres)

**Engine** Volvo Penta

D4-260 260hp diesel

**FOR SALE** Gibbs Boat Sales.

Web: [www.gibbsboatsales.co.uk](http://www.gibbsboatsales.co.uk)

MOTORBOAT RATING



2015, £139,950

# Grandezza 270C

Clever layout and nicely finished

Dinette the only lounging area

An offshoot of Finnish builder Finn-Marin, Grandezza was formed as the luxury brand of the business. The 270C created quite a stir when it launched at the Southampton Boat Show in 2011. Not just with the general public either, several high-ranking executives from other boatbuilders were apparently spied aboard taking in the innovative new cruiser. And the price of this nearly new 2015 example has recently been reduced by £10k.

## INTERIOR

Unlike many sub 30-foot boats, the 270C has no real day living space down below, just sleeping via two large double berths plus a compact heads. As a result the daily ritual of turning sleeping areas back into seating areas is banished at a stroke.

## EXTERIOR

The upper area is the day space, protected by a hardtop which arcs right back to the transom. Cleverly, Grandezza has sunk the centre walkway

through this area deep into the hull, allowing standing headroom without the need for a high hardtop – maintaining sleek external lines. There's a large dinette to starboard aft of the double helm while the galley occupies the port side, extended at rest by the folding third helm seat. There's also a DC model of this boat; identically laid out, it loses the roof to create an open version.

## ENGINES

All single engines, the Volvo Penta D4 series is the most popular option in either

D4-260 or D4-300 guise. Mercruiser's latest 3.0L 260 is also available if you've an aversion to green and a Mercruiser Magnum 377 V8 is a rare alternative if you've an aversion to oil burners.

## PERFORMANCE

Mid 30-knot performance should be yours with a D4-260 running at full chat. Drop it back to 20 knots and you should see a very efficient 16lph fuel burn – nearly 6mpg! Handling is as sporty as the looks, the 270C proving an adroit direction changer.

Down below there's just two large double berths



The 270C should be good for running in the mid 30s



Full height standing headroom thanks to the sunken walkway





2005, £56,000

# Aquador 28C

## DATA FILE

**Length** 28ft 10in (8.8m)  
**Beam** 10ft 2in (3.1m)  
**Draught** 2ft 9in (0.9m)  
**Displacement** 3.7 tonnes  
**Fuel capacity**  
 77 imp gal (350 litres)  
**Engine** Volvo Penta  
 D6-310 310hp diesel  
**FOR SALE** MGM Boats.  
 Web: [www.mgmboats.com](http://www.mgmboats.com)

MOTORBOATRATING



Phenomenally adaptable, both with regards to weather and accommodation

Don't put the floor down while I'm in the mid cabin!

**A**s practical and all-weather as any good Scandinavian craft, the Aquador adds an extra layer of adaptability. The wheelhouse is fully enclosed yet with two large side doors, sliding roof sections and folding rear doors that open full width, it will connect you with the elements just as well as anything with a lid on, making the boat as suitable for warm balmy days as it is for buttoning up and boating through a thunderstorm.

## INTERIOR

Inside is where it gets really clever, with a mid cabin like you've never seen. Lift the saloon floor on its gas struts and you'll find a pair of beds, one each side of the centreline. With it down, a pair of bench seats port and starboard are augmented by swivelling helm and navigator chairs plus a large table dropping on a pole from the ceiling. The galley is on the lower level further forward, as is a curved seating area in the bow that forms an intimate snug or converts to a double berth.

## EXTERIOR

Wide bulwarked decks make this a real walkaround boat; dead easy to manage in marinas or locks. The aft cockpit looks bereft of somewhere to sit but in fact two bench seats extend out from beneath the saloon seating into this area – all that is lacking is a table.

## ENGINE

Single engines only, theoretically petrol or diesel but I doubt you'll find many of the former. Volvo Penta naturally, normally either a KAD300 at 3.8 litres

and 285hp or the larger 5.5-litre D6-310 giving, as the name suggests, 310hp.

## PERFORMANCE

With the bigger engine the 28C will canter on to a mid 30-knot top end, cruising nicely at just under 30. As ever with Scandinavian vessels the seakeeping is superb – they don't let the weather stop them so they certainly aren't about to let a little chop slow them down. As we went to press this boat sold, but there are others on the market similar to this.

The galley neatly bridges the space between saloon and bow seating



The twin-berthed mid cabin. Not for the claustrophobic



Bench seating lines either side of the saloon

The forward seating converts to a double berth if needed





2006, £119,950

# Sealine SC39

A stylish and innovative British coupé

Ahead of its time and built in low numbers

## DATA FILE

**Length** 39ft 3in (12.0m)

**Beam** 12ft 3in (3.7m)

**Draught** 3ft 9in (1.2m)

**Displacement** 9 tonnes

**Fuel capacity**

230 imp gal (1,046 litres)

**Engines** Twin Volvo Penta

D6-330 330hp diesels

**FOR SALE** Quay Boat Sales.

Web: [www.quay-boats.com](http://www.quay-boats.com)

MOTORBOAT RATING



Launched as the C39 in 2002 and lightly modified in 2005 to become the SC39, this innovative British-built coupé was a boat ahead of its time. That might go some way to explaining the relatively low (by Sealine standards) build numbers – just 75 were built over five years in production. Like most Sealines of the era, it was chock-full of innovation, from the extending cockpit to the electric retracting cockpit canopy.

### INTERIOR

The layout is fairly conventional but roomy, with a double-berthed master cabin forward and a mid cabin with two single berths that reach beneath the saloon and good storage. The galley runs the length of the port side of the saloon in earlier C39 models, but was shortened to incorporate a more sociable port-side settee in the SC39 (along with a redesigned helm with space for a larger plotter, an extended cockpit overhang and a modified shower).

### EXTERIOR

The SECS (Sealine Extending Cockpit System) was the name given to the electrically expanding cockpit – an idea dreamt up by the then chairman while relaxing in the bath apparently. The mind boggles! It's quite a neat idea though, lengthening the aft sections and giving usefully more cockpit space that disappears once back in the marina.

### ENGINES

If the chairman's bath-time SECS got the mind boggling, take a look at the

drive systems offered. Sterndrives you might expect, race-bred Arneson surface drives or Buzzi Trimax drives you probably wouldn't! Yet both were an option when the C39 was launched.

### PERFORMANCE

Given that a pair of KAD300 sterndrive motors offered 35 knots few people opted to pay the £60,000 premium (£20,000 a knot) for the twin Cummins 370hp diesels so almost all boats went out on sterndrive Volvo Penta or Mercruiser diesels.



The roomy double berth forward down below



Twin berths in the mid cabin reaching beneath the saloon



The helm went through various incarnations to reach this design on the SC39

Great socialising space on the main deck, with seating on both sides



**MY CHOICE** The Grandezza is a terrific little boat, sleek, smart and full of good ideas, but if you really want to talk innovation you need to talk Aquador, with its cunning cabin layout, retracting saloon table and extending seating, perhaps the cleverest of this quartet. The SC39, as ever for Sealine, feels like a boat ahead of its time and has a few neat ideas of its own. But if you'll pardon the pun, the sheer solidity, practicality and quality of the Nimbus deliver the *coup de grâce* for me. **Nick Burnham**



2000, £74,950

# Nimbus 310 Coupé

Terrific all season capability  
 Single engine and shaftdrive peg max speed to 25 knots

## DATA FILE

**Length** 30ft 1in (9.2m)  
**Beam** 10ft 6in (3.2m)  
**Draught** 3ft 3in (1.0m)  
**Displacement** 3.7 tonnes  
**Fuel capacity** 62 imp gal (280 litres)  
**Engine** Yanmar 4LH-STE 230hp diesel  
**FOR SALE** Ancasta.  
Web: [www.ancasta.com](http://www.ancasta.com)



**M**y love of small Scandinavian boats is no secret. I think it's their practicality and usability, and the Nimbus 310 Coupé from Sweden is a prime example. Developed from the hull of the Nimbus 31, the 310 Coupé was well proven before it even hit the water. Huge opening saloon windows, a sliding door that can cleverly be pegged in different stages of aperture and large sliding glass roof sections make this a genuine year-

round proposition, from the height of summer to the depths of winter.

### INTERIOR

The forward seating of the saloon dinette does a clever backflip to form forward seating adjacent to the helm, yet another demonstration of practical thinking. On the lower level there is a mid cabin that runs back beneath the saloon while further forward the 310 Coupé came with either a converting dinette or a separate forward cabin with a double berth.

### EXTERIOR

Pulpit stanchion bases that attach to the topsides rather than bolted through the deck are a neat way to increase side deck space. A flat foredeck and large pantograph wipers are further evidence of a boat designed to be really used.

### ENGINES

Mechanics are kept dead simple with a single diesel engine beneath the saloon floor driving a straight shaftdrive and steered via a big rudder – little to go

wrong and cheap to maintain. The 310's predecessor got straight six Volvo Penta diesel engines, the 310 by contrast was offered with a Yanmar 4LH-STE 230hp 4-cylinder engine that allowed for increased space in the mid cabin.

### PERFORMANCE

Top whack is 25 knots for the plucky Nimbus – 16-20 knots a comfortable cruise. Seakeeping is typically Scandinavian, capable, accommodating and ready to take on all that can (reasonably) be thrown at it.

This model comes with the separate forward double cabin



The compact heads has its own porthole



Adaptable seating in the saloon makes it a very useable space







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**PRINCESS V62S** 2012/13  
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PB1184



**PRINCESS V56** 2010  
£499,000 Southampton  
PB1179



**GOBBI ATLANTIS 55** 2005  
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PB1044



**PRINCESS V45** 2009/10  
£325,000 France  
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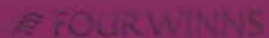
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Lymington



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#### Fairline Phantom 40 (2004)

Twin Volvo D9 575, 3 cabin version, passerelle, heating, bow thruster, generator, crew cabin.

**€175,000 EURO Tax Paid**

Lying: UK



#### Fairline Squadron 70 (2009)

Twin Man V12 1360hp each, 4 cabin layout with three En Suites, air conditioning, generator, bow & stern thrusters, passerelle.

**€895,000 EURO Ex Tax**

Lying: Spain



#### Trader 535 (2004)

Twin Yanmar 480 diesels, 3 cabins 2 heads, aircon, generator, bow/stern thrusters

**€349,000 EURO Tax Paid**

Lying: Dublin



#### Broom 365 (2006)

Volvo D4 225hp diesel, 2 cabin version hinged arch, bow + stern thrusters, teak decks, autopilot.

**€165,000 EURO Tax Paid**

Lying: Ireland



#### Fairline Phantom 48 (2010)

Twin Volvo Penta D4 260 diesels, accommodation for four guests in two cabins, bowthruster, shore power, raymarine electronics.

**£329,950 STG Tax Paid**

Lying: Dublin



#### Princess 480 (1995)

Twin Volvo Penta TAMD73, 3 cabins plus crew cabin, cherrywood interior, Bowthruster, generator, Eberspacher heating, davits, radar, autopilot.

**£109,000 STG Tax Paid**

Lying: UK



#### Fairline Phantom 43 (2001)

Twin Volvo Penta 480, 2 cabin version, bow + stern thrusters, air conditioning, generator, passerelle.

**£163,950 STG Tax Paid**

Lying: UK



#### Broom 42 (2006)

Volvo D6 310 diesel, bowthruster, cabin heating, Raymarine C80, electric windlass,

**€240,000 EURO Tax Paid**

Lying: Ireland



#### Jeanneau Prestige 36 (2008)

Twin Volvo Penta D4 300 Inboards, accommodation for four guests in two cabins, bowthruster, shore power, heating, raymarine electronics.

**€149,00 EURO Tax Paid**

Lying: Dublin



#### Monterey 270 (2005)

Yanmar 315hp diesel 4 berths in 2 cabins, heads with vacuum flush toilets & shower, hot water, full canopy. Just two owners from new.

**£39,900 STG Tax Paid**

Lying: UK



#### Leader 805 (2004)

Volvo 230 hp diesel, hot water, battery charger, electric windlass, full canopy, shore power, chart plotter.

**€49,900 EURO Tax Paid**

Lying: Dublin



#### Aquador 28 C (2007)

Volvo D6 310 diesel, bowthruster, cabin heating, Chart plotter, electric windlass, shore power.

**€94,900 EURO Tax Paid**

Lying: Hamble





**Sealine SC42 (2012)**  
**£ 279,950 VAT paid**

- » 2 x Volvo Penta D6
- » 125 hours
- » Garmin Pack
- » Air Conditioning

ES3008



**Fairline Phantom 40 (2007)**  
**£ 209,950 VAT paid**

- » 2 x Volvo Penta D6
- » 6KVA Generator
- » Eberspacher Diesel Warm Air Heating
- » Raymarine Pack

ES3010



**Fairline Targa 50 (2014)** **£ 699,950 VAT paid**

- » 2 x Volvo Penta D11-670 EVC
- » Tropical Air Conditioning
- » Only 65 hours!
- » Full Garmin Nav Pack

ES2153



**Princess 440 (1994)**  
**£ 144,950 VAT paid**

- » 2 x Caterpillar 3208
- » Bow Thruster
- » 6kva Generator
- » Webasto Central Heating

ES3003



**Fairline Targa 47 (2007)**  
**£ 249,950 VAT paid**

- » Volvo Penta D9
- » Copper Coated Hull
- » Air Conditioning
- » Passerelle

ES2010



**Sealine F34 (2007)**  
**£ 119,950 VAT paid**

- » 2 x Volvo D4-225
- » Bow Thruster
- » Eberspacher Heating
- » Raymarine ST60+ Speed & Depth

ES2205



**Sealine S38 (2004)**  
**£ 119,950 VAT paid**

- » 2 x Volvo KAMD300
- » Raymarine GPS/Plotter/Depth
- » Bow Thruster
- » Eberspacher Diesel Heating

ES2066



**Sealine T50 (2008)** **£ 299,950 VAT paid**

- » 2 x Volvo Penta D9 575 EVC
- » Kohler Generator 11kw
- » 310 hours
- » Raymarine Navigation Package

ES3021



**Fairline Targa 52 GT (2008)**  
**£349,950 VAT paid**

- » 2 x Volvo Penta D12 800
- » 300 hours
- » Air Conditioning
- » Generator

ES2148



**Hunter Legend 39 (2010)**  
**£ 149,950 VAT paid**

- » Yanmar 40hp
- » Bow Thruster - Vetus 6 hp
- » Webasto Heating
- » Raymarine Nav Pack

ES2154



**Windy 33 Scirocco H/T (2006)**  
**£ 119,950 VAT paid**

- » 2 x Volvo Penta D4
- » 350 hours
- » Eberpacher Heating
- » Raymarine VHF, Plotter and Depth

ES2100



**Fairline Targa 37 (1998)**  
**£ 99,950 VAT paid**

- » 2 x Volvo Penta KAD44
- » Bow Thruster
- » Air Conditioning
- » MIKUNI heating to all cabins

ES2109



**Fairline Targa 48GT (2014)** **£ 595,950 VAT paid**

- » 2 x Volvo Penta D6-435
- » Submersable HI-LO platform
- » Garmin GHP20 autopilot
- » Electric Hard Top Retractable Roof

ES3033



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**from £150,000**




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Perkins 148hp diesel on shaft, bow- and sternthruster.  
Comprehensive specification  
2014  
**£375,000**



**NEW Sheerline 955**  
Nanni 60hp diesel, bowthruster, battery charger, inverter, Walnut interior  
2014  
**£192,937**



**NEW Sheerline 1090 Hard Top**  
Volvo D3 (300hp diesel, elec sunroof, bowthruster, Teak cockpit, nav. equipment  
2015  
**From £230,000**



**Linssen 402SX**  
Twin Volvo (200hp) diesel, bowthruster, inverter, generator, huge spec. unusual twin engine  
1987  
**£99,950**



**Princess 412**  
Twin Iveco turbo diesel, 250hp each bow- and sternthrusters, inverter total refurbishment  
1980  
**£52,500**



**Marex 280 Holiday**  
Volvo 75hp diesel on shaft bowthruster, inverter, choice of two from  
2005  
**£44,950**



**Haines 320 AC**  
Nanni 65hp diesel on shaft, bowthruster, heating, choice of two from  
2006 & 2004  
**£375,000**



**Fairline Corniche 31**  
Twin Volvo diesels 41A compact flybridge boat, choice of two from  
1986 & 1988  
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**Elan 30**  
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2 x 250 Yanmars & 2 x 260 Volvos  
**£139,000 & £149,850**



**Broom 41 1997**  
2 x Perkins 300Ti, refurbished boat  
great order throughout see website **£169,500**



**2003 Nimbus 320 1 x 230 Yanmar**  
Many extras now ashore, Polished etc, See website  
**£91,850**



**Botnia targa 27 2000**  
1 x 44 EDC 260 hp with just 450Hrs.  
One owner only, Superb example **£69,850 Offers Considered**



**Stunning Halmatic 46**  
MUST BE VIEWED, 2 x 480 Volvos  
watch the video this is a special build by Dale, **£249,850**



**Aquastar 38 2002**  
2 x 265 Perkins Immaculate ashore Hythe very nice example  
**£159,000 Try Offers**



**2005 Broom 39**  
39K 2+2 coming to ashore Hythe soon,  
full spec on website **£179,000**



**1999-2000 Broom 345 2 x 250 Yanmars**  
Great spec, Tough cruising boat, See videowalk  
**£115,000**



**Elling E3 2005**  
boat 1 x 450 Cummins  
Price Reduced Now **£219,850**



**1994 Skilso 975 2 x 130 Volvos**  
Super semi-displacement recent kit, bow prop etc  
**Here in Hythe £49,850**



**Broom 44 Hardtop**  
Full refurbish, stunning, Built 1991  
2 x Volvo 380's 11 kva generator **£129,500**



**Beneteau Antares 360 2011**  
Hardly used 12 x 300 Volvos see videowalk  
**£139,500**

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## BOAT SALES

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**BRAND NEW FAIRLINE SQUADRON 42.** Volvo Penta D6 435hp EVC engines, heating to all cabins and heads, screen demisters, flybridge pack with icemaker, water filter, refrigerator & BBQ, teak flybridge table with sunbed conversion, Garmin Autopilot and touch screen plotter repeated, leather, teak flooring and berth conversion to saloon, mood lighting, bowthruster, holding tank with macerator, gloss walnut finish, dining canopy and much more. Call us now for full details and competitive part exchange deals.  
**£567,624 INC VAT** **AVAILABLE FROM STOCK: Ipswich**



**2011 SEALINE T50.** Twin Volvo D9 575hp diesels with only 110 hours. One owner, MK II example with rear facing radar arch, Raymarine E140W plotters at both helms, radar, VHF, autopilot, chain counter, generator, heating, bow & stern thrusters, washer/dryer, LED's, wooden saloon floor, dishwasher, TV upgrade, Movida exterior upholstery, wet bar with BBQ, sink & fridge, teak, holding tank & lots more.  
**£379,950 INC VAT** **Lying: Ipswich**



**BRAND NEW FAIRLINE TARGA 38 OPEN.** Volvo Penta D4 300hp diesel engines, high/low hydraulic bathing platform, bowthruster, Garmin GPS map 8102 with 12" touch screen display, Garmin autopilot, 19" TV, heating, teak cockpit and bathing platform, blue mood lighting, holding tank, BBQ, leather to saloon with walnut gloss finish, teak folding cockpit table with sunbed conversion. Part exchange welcome.  
**£374,208 INC VAT** **Available from stock**



**2009 PRINCESS V45 .** Twin Volvo Penta D6-370 EVC engines (serviced July 2015), garage, telescopic passerelle, cockpit wetbar and BBQ, bowthruster, Garmin 5008 GPS, autopilot, air conditioning, generator, cream leather, electric flush heads and so much more. Supplied serviced, polished and antifouled with three month UK engine warranty.  
**£279,950 INC VAT** **Lying: Ipswich**



**BRAND NEW JEANNEAU LEADER 36.** 2016 Model year with twin Volvo Penta D4 260hp engines with joystick control, electric hard top, Raymarine electronics pack, Premiere upgraded trim level, comfort pack, aft canopy, cockpit spotlight, cockpit fridge, heating, removable carpets, teak cockpit floor and front sundeck cushions. Part exchange welcome.  
**£222,751 INC VAT** **Available from stock**



**2003 PRINCESS 45 FLYBRIDGE .** 2004 Model with twin Volvo Penta TAMD74 EDC 480hp engines, generator, reverse cycle air conditioning, passerelle, bowthruster, autopilot, plotter/radar, new canopy and flybridge cover, new external Movida upholstery (2014). Engines serviced, polished and antifouled June 2015. Supplied with three month UK engine warranty. Part exchange welcome.  
**£219,950 INC VAT** **Lying: Ipswich**



**2000 SUNSEEKER PREDATOR 60.** Twin MAN V10 1050hp engines with under 300 hours, upgraded generator, upgraded passerelle, twin sat TV domes, air conditioning, electric sliding roof, Raymarine 12" plotter, sonar/fish finder, radar, autopilot, bow & stern thrusters with remote, jet rib and so much more.  
**£169,500 INC VAT** **Lying: Spain**



**2001 FAIRLINE PHANTOM 43** Twin Volvo Penta TAMD74P 480hp diesel engines with EDC controls, Raymarine RL80C chart plotter, radar, autopilot, tridata, VHF, bowthruster, passerelle, air conditioning, Eberspacher heating with 7 day timer, Onan generator, saloon fridge, teak cockpit, bathing platform & flybridge stairs, wetbar with fridge and electric griddle, new saloon upholstery and carpets June 2012. Part exchange considered.  
**£164,950 INC VAT** **Lying: Lincoln**



**2001 SEALINE F37 FLYBRIDGE.** Volvo Penta KAMD44P diesels with EDC controls, teak cockpit, bathing platform & flybridge stairs, passerelle, reverse cycle A/C, new Raymarine touch screen GPS & radar, VHF, Raymarine autopilot, generator, electric quiet flush toilet and much more. Serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome.  
**£129,950 INC VAT** **Lying: Lincoln**



**2002 PRINCESS V42** Volvo Penta KAD300 285hp diesels with full Volvo service history, Raymarine RL70C chart plotter / radar, VHF, generator, inverter, demisters, new canopy, new cockpit upholstery and new carpets throughout, new outdrives (August 2014). Serviced, polished and antifouled in 2015. Super example with two owners from new.  
**£139,950 INC VAT** **Lying: Lincoln**



**2007 NIMBUS 320 COUPE.** 2008 Model with single Volvo Penta D4 diesel engine with EVC controls on shaft, bowthruster, Raymarine RC435 chart plotter, Raymarine VHF, Raymarine autopilot, windlass, remote search light, teak bathing platform, sea toilet to holding tank, transom shower and much more. Excellent example. Part exchange may be considered.  
**£99,950 INC VAT** **Lying: Lincoln**



**2006 SEALINE S34.** Twin Volvo Penta KAD32 170hp engines, Raymarine C70 GPS, VHF, bowthruster, teak cockpit and bathing platform, Eberspacher heating and brand new cockpit upholstery. Great example of this well planning family sports cruiser supplied serviced, polished and antifouled with three month UK engine warranty. Part exchange available.  
**£92,500 INC VAT** **Lying: Lincoln**



**1989 FAIRLINE 43/45.** Twin Volvo Penta TAMD71 380hp diesel engines, bowthruster, Garmin chart plotter, radar, diesel heating, satellite TV, generator, 3.1 metre Avon tender and 15hp Mariner outboard. Comfortable three cabin fly bridge cruiser that has been in the same ownership since 2001 with a continual programme of upgrade and maintenance.  
**£79,950 INC VAT** **Lying: Ipswich**



**2001 BIRCHWOOD 370 COMMANDO.** 2002 Model year with twin Volvo Penta KAD300 diesel engines, Raymarine RL70 7" colour plotter, colour radar and autopilot, Simrad VHF, trim tabs, Lewmar electric windlass, Eberspacher heating, BSS Cert to April 2018, engines serviced October 2014, antifouled and outdrive oil change June 2015. Part exchange considered.  
**£69,950 INC VAT** **Lying: Lincoln**



**2006 MAXUM 3100SE.** Twin Mercruiser 5.0 ltr petrol engines with very low hours, bowthruster, Raymarine E80 chart plotter, fish finder, DSC VHF, wet bar, ice maker, foredeck cushions, remote search light, electric winch, electric heads, holding tank, Eberspacher heating with three outlets including cockpit, DVD player, dual fuel hob, microwave and much more. Part exchange considered.  
**£46,950 INC VAT** **Lying: Lincoln**





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### 1999 Sealine S34

2 x Volvo Penta 230HP Diesels Bow thruster, EDC Controls, Warranty, Cream Leather upholstery, Fully valeted, New Antifoul. 3 month engine warranty.  
**£74,950.**



### 2006 Bayliner 305

2 x Cummins Diesel 250hp Survey available, BSC, 3 month warranty, new hood and antifouling, Part exchange considered.  
**£59,950**



### NEW BROOM 30 COUPE – Heating – Bow Thruster– 4 berths – Large sunroof to hardtop – £155,000

The hard top version launches our appointment as dealers for the Broom Range now available through all Tingdene sales offices this boat available for Spring 2016. Part exchange welcome. All Broom models now available at Tingdene Boat Sales including 35 Coupe – 370 – 395 – 430 Contact Tingdene to discuss all your Broom requirements from new boats – Used Boats – Marketing a pre-owned Broom – After sales service and Broom boat refurbishment – Broom Boat charter.  
**CALL 07701 287046 TO VIEW THE BROOM 35-370-395 ON BERTHS M216-220**



### 2004 Sealine F37

2 x Volvo KAD 300 diesels  
New Canopy, 1 OWNER, Ultra leather, Teak and holly floor, 4kva Generator, Davits, Full Valet. 3 month engine warranty  
**£129,950.**



### 1999 Stevens 1240DL

fitted with Perkins Sabre 136hp. Bow & Stern thruster, Generator, New canopy 2015, Holding Tank New upholstery and mattress 2015, new oven, grill and hob 2015. Fully repainted 2015, Boat safety to 2019. **£145,000**



### TYLER WILSON DUTCH BARGE

New Boat – Deutz 115 & Hydraulic bow thruster **£229,000+VAT** An ideal alternative to a standard steel cruiser with 2 double cabins, two shower rooms, Wheelhouse with hydraulically lowering roof so navigable through the lowest of bridges  
**See her at Southampton Berth M210**



### New Viking 215 Highline – Mariner 20hp – £34,083

**See her at Southampton Berth 207**  
**New Viking 275 Highline – Mariner 40hp £61,558**  
**See her at Southampton Berth M208** with Teak cockpit, Bow thruster, Sea toilet with waste tank. Six berths in 3 cabins with easy transom access to bathing platform



**2002 Gobbi 345SC** 2 x Volvo KAD43 230 hp New upholstery throughout, New Canopy, Fully serviced with a 3 month warranty 6 berths in 2 cabins Autopilot, plotter, New teak on bathing platform, Waste tank, A fully equipped boat presented in as new condition with a new BS. **£69,950**



### 1991 Stevens 1140 Dutch steel cruiser

Fitted with a single Ford Lehman 135hp diesel, 17 berths in 3 abins, bow thruster, warm air heating. This Dutch steel boat has only had two owners. Ample accommodation for large family or for extended cruising on UK or European waterways. **£79,950**



### 2002 STEVENS 1180 S

Twin Volvo 100hp & Bow thruster. A boat offered in as close to new order with cream leather interior two master cabins both with ensuite and island beds, Chart plotter – Navman – VHF – Generator. **£169,950.**



**1989 FAIRLINE 36 TURBO.** Twin Cummins 300 diesels & Generator A two owner boat known by us from new. Newly Antifouled, Polished and with a new Survey available. Fitted with complete electronic package and ready to use a superb example. **£69,500**



### 1999 Sealine s28

2 X VOLVO Penta Diesel 170hp July 2015 hood and cockpit upholstery, recent antifoul, 3 month warranty, new survey available to view. 3 month engine warranty  
**£49,950**



### 2012 Beneteau Antares 680

powered by a Yamaha F30 BEETL. VERY LOW ENGINE HOURS approx. 55hrs with an on board capacity of up to 7 people, the layout of the cockpit and the wheelhouse are this speedboat's strong points. **£22,995**



### 1998 Capriole 900 – Nanni 43 Diesel.

with Bow thruster, A fully documented example with Heating, Waste tank and Bow thruster, recent new canopy 4 berths layout, immaculate interior with Maple joinery and blue and gold furnishings. A great family river boat and easy to manoeuvre. **£64,500.**



### New Beneteau Antares 880 – Twin Suzuki 150 hp – £82,276

Advantage Trim 2015, Bowthruster, 6 berths, Electronic Pack  
**2012 Beneteau Antares 880 – Mercury 115 – £66,950**  
Canopy, Blue hull, Bow thruster, 4 Berths, Serviced 2015

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Twin Honda 150 HP • Canopies • Electronics • Bow thruster • H&C Shower • 6 berths • Fully fitted • **Promo - £89,995 inc VAT**



**Jeanneau Merry Fisher 755 Legende**

Honda 150 HP with 6 year warranty • Blue Hull • 4 berths • Lowrance electronics • **Promo - £54,995 inc VAT**



**Jeanneau Cap Camarat 555 DC**

Pretty & practical - stable all-rounder with Mariner 100HP outboard • Fully fitted • **Promo £21,995 inc VAT**



**Jeanneau Merry Fisher 755 Marlin**

Yamaha 200 HP outboard • Electronics • Windlass • Fishing kit • 2 berths • Shore power • **Promo £52,995 inc VAT**



**Jeanneau Leader 36 Sportop**

New model • 2x Volvo D4 • Joystick • Bow thruster • Electronics • Canopy • 5 berths • **Promo £189,000 inc VAT**



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**Jeanneau Cap Camarat 5.5 WA**

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**Jeanneau Merry Fisher 605**

Honda 100 HP • Trim Premiere • Cruising Pack • Electronics • U-shaped seating • Fridge • Toilet • Hatches • Table • **Promo - £30,425 inc VAT**

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Est  
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**Fairline Targa 48 Open**

[www.bateswharf.com](http://www.bateswharf.com)



**Sessa C32 - 2012** **REDUCED £159,950**

- Twin Volvo D3 - 200 DP-S 440hp.
- Circa 100hrs • Two owners from new.
- Last serviced & antifouled June 2014.

**Poole**



**Sessa C35 - 2008** **£120,000**

- Twin Volvo Penta D4 DP 260hp • Ebeschacher heating
- Raymarine GPS C80/VHF 240
- Ebeschacher Ducted Heating to all Cabins & Cockpit
- Yamaha 240s Dinghy/2.5hp O/B

**Wales**



**Sessa C38 - 2013** **£279,500**

- Twin Volvo Penta D4 300hp.
- One owner from new in 2014.
- Just 80hrs run! • High specification.

**Poole**



**Sealine SC47 - 2010** **£249,000**

- Twin Cummins Mercruiser 5.9L 480hp turbo charged.
- Independently steerable Zeus pod drives.
- Reverse cycle class E air con.
- Eberspacher de-misting system.

**Eastbourne**



**Princess 42 Flybridge - 2011** **£315,000**

- Twin Volvo Penta D6 435hp diesel engines.
- Dual Station Raymarine GPS Chart Plotter & Radars.
- Bow & stern thrusters.
- Onan Generator.

**Surrey**



**Fairline Targa 34 - 2005** **£119,950**

- Twin KAD300 DP 285hp
- Raymarine autopilot, radar & VHF
- Circa 380hrs run
- Engines last serviced April 2015

**Chertsey**



**Fairline Phantom 50 - 2008** **£349,950**

- Twin Volvo Penta D12-715hp diesel engines.
- Air conditioning.
- 17.5kva generator.
- Washer/dryer machine.

**Southampton**



**Haines 34 Sedan - 2008** **£149,950**

- Nanni 4.330 TDi 115hp diesel engine.
- Bowthruster.
- One owner from new.
- Autohelm ST60 Tridata.

**Chertsey**



**Sessa Oyster 30 - 2003** **£74,950**

- Twin Volvo Penta KAD32 diesel engines.
- Eberspacher heating. • Bow thruster.
- Raymarine C70, GPS, DSM & VHF 240E.

**Chertsey**



**Fairline Targa 30 - 1999** **£69,000**

- Twin Volvo KAD32 170hp diesel engine.
- MCA coded (Cat 3). • Well maintained.
- Available to charter before you buy.

**Southampton**

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- Twin Yanmar 370hp diesel engines
- 6 Berths in 3 Cabins

This craft is a fast and able deep V sea going craft that has a full specification of internal and navigation equipment. It has been very well maintained and cared for by the owner with constant up keep.



### BROOM 530

£350,000.00 VAT PAID

- Twin Yanmar 6SY 710hp
- 6 berths 3 cabins

YEAR: 2004



### BROOM 50

£349,950.00 VAT PAID

- Twin Caterpillar 3196 660hp
- 6 Berths in 3 cabins

YEAR: 2002



### BROOM 425

£269,950.00 VAT PAID

- Twin Volvo D6 435hp diesel engines
- 6 berths 3 cabins

YEAR: 2007



### BROOM 41

£169,950.00 VAT PAID

- Twin Perkins Sabre M300 TI
- 6 berths 3 cabins

YEAR: 1999



### BIRCHWOOD CHALLENGER 49

£149,950.00 VAT PAID

- Twin Iveco 8460SRM45 450hp
- 6 berths 3 cabins

YEAR: 1995



### BROOM 345

£115,000.00 VAT PAID

- Twin Yanmar 6LP DTE 250hp
- 4 berths 2 cabins

YEAR: 1999



### BROOM 34

£93,000.00 VAT PAID

- Single 135 Perkins Sabre
- 4 Berths in 2 cabins

YEAR: 1998



### BROOM 33

£79,000.00 VAT PAID

- Twin Volvo TMD 41B diesel engines
- 6 berths 3 cabins

YEAR: 1990



### BROOM AQUAFIBRE OCEAN 37

£55,000.00 VAT PAID

- Perkins 6354
- 4 Berths in 2 cabins

YEAR: 1972



### BROOM 35 SEDAN

£39,950.00 VAT PAID

- Twin Perkins Range 4 185hp
- 6 Berths in 3 Cabins

YEAR: 1981



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# NEWARK MARINA

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## Falcon Velici 34 £85,000 Built 1997

Twin Volvo Penta AD41/DP 200 hp  
Diesel Engines  
Raytheon Radar &  
Simrad Autopilot  
6 Berths with 2 Private Cabins  
Large Social Cockpit & Sunpad  
Bowthruster  
Immaculate Condition Throughout



**Broom 39 2+2** Built 2005. Twin Yanmar 260 hp diesel engines. In excellent condition and includes 4kw generator, bow thruster, Raymarine navigation equipment, new canopy cover & hydraulic mast lowering system.. **£169,000**



**Sealine S38.** Built 2004. Twin Volvo Penta KAD 300 285hp diesel engines. Raymarine navigation package, bow thruster, battery charger and portable generator. Large social cockpit with wet bar and grill. Stunning interior with 7 berths in 3 cabins. **£99,950 Part Exchange Considered**



**Seaward 25** Built 2009. Twin Yanmar 110hp diesel engines with shaft drive. Fitted to a very high specification, including Raymarine navigation package, bow thruster and teak decking. Superb coastal cruiser. **£80,000**



**Fairline Phantom 43.** Built 2003. Twin Volvo Penta TAMD 75P-A 480hp diesel engines. High performance sports cruiser offering spacious accommodation with 6 berths. Large flybridge with wet bar and griddle – great space for entertaining. **£185,000**



**Corvette 320.** Built 2005. Powered by twin Yanmar 315hp diesel engines. Raymarine electronics, separate air conditioning, heating, generator and bow thruster. A safe and seaworthy British built family flybridge cruiser. **£129,000**



**Broom 10/70** Built 1989. Twin Volvo Penta 150 hp diesel engines on shaft drive. Large master aft cabin with island bed & ensuite. BSS Certificate valid until 2019. Regularly maintained and in excellent condition. **£68,000**



**Broom 39.** Built 1992. Twin Volvo Penta TAMD 61A 306hp diesel engines. Full Raymarine navigation package, 4kva generator & eberspacher heating. In excellent condition with new aft canopy in 2013 and reupholstered cockpit seating this year. Must be seen. **£135,000**



**Broom 33.** Built 1989. This solid medium size offshore cruiser has 6 berth accommodation with aft master cabin. Fitted with twin Volvo Penta TAMD 41A 200hp diesel engines. BSS Certificate valid until 2018. **£72,000**



**Landau 29 Continental** Built 2004. Single Yanmar 240 hp diesel engine. With bow and stern thrusters, GPS & chartplotter. 4 berth accommodation. Suitable river and sea going motor cruiser. Must be viewed **£47,000**

AGENTS FOR

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**Broom 370**

**£269,950**

2012 – Volvo Penta D6 – 370hp – Bow & Stern Thruster – Hydraulic Arch – Invertor – Satellite TV – Avonite Worktops.



**Sealine S43**

**£129,950**

2002 – Twin Yanmar 6LY-STE – 420hp – Bowthruster – Sternthruster – Generator – Touch Screen Plotter – cooney Davits – 3 months Warranty



**Bayliner 285**

**£64,950**

2012 – Mercruiser 350hp – Petrol – Bowthruster – Invertor – Extended Bathing Platform – Glomex TV – Webasto Heating.



**Sealine SC35**

**£129,950**

2009 Twin Volvo Penta D4 260hp Raymarine Equipment Bowthruster Glomex TV Aerial Cockpit Fridge 6 Berth.



**Aquador 28C**

**£69,950**

2008 – Volvo Penta D4 – 300hp – Bowthruster – Invertor – Warm Air Heating – Teak Decks – Hydraulic Steering.



**Haines 34 Sedan**

**£84,950**

BRAND NEW 2015 Twin Volvo D4 - 260hp Bowthruster Cockpit fridge & Grill Raymarine Equipment Teak Cockpit.



**1994 Gruno 36 Sport**

**£69,950**

Ford 6 litre diesel, Heating, Folding screens/arch, Shorepower, One owner from new, Lovely boat.



**Broom 31 AC**

**£69,950**

1994 – Volvo Engine – TMD31D 100hp – Bowthruster – Eberspacher Hot Air Heating – Plotter – Bi data – Electric Windlass.



**Kempala Kruiser**

**£39,950**

1989 – Volvo Penta Engine – 65hp – Bowthruster – Warm Air Heating – 6 Berth - Davits.



**Rodman 800 Flybridge**

**£39,950**

2001 – Twin Volvo TAMD31PA – 150hp – Autopilot – VHF – Chartplotter – Radar – 4 berth.



### TARGA 48 OPEN | 2015

£549,950 VAT Paid



- Twin Volvo Penta IPS600 D6-435 diesel engines
- Powered hydraulic submersible bathing platform
- Air conditioning tropical
- Hydraulic winch & roller system

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

### TARGA 50GT | 2012

£499,995 VAT Paid



- Twin Volvo Penta D9 575
- Garmin GMR 404 radar with open array scanner
- Large pneumatic opening hard top to saloon
- Upgraded brown leather to sofa and chaise long

WALES: +44 (0)1758 703013

Hull colour - White

### PHANTOM 40 | 2003

£159,950 VAT Paid



- Twin Caterpillar 3126 420hp diesel engines
- Eberspacher D6 Cabin Heating
- Besenconi Hydraulic Passerelle with Remote Sensor
- Zodiac 275R dinghy with Yamaha 8hp O/B

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

### PHANTOM 43 | 2001

£164,950 VAT Inc.



- Twin Volvo Penta TAMD74P 480hp diesels with EDC controls (388 hours)
- Raymarine RL80C chart plotter/radar, autopilot, bow thruster and air conditioning
- Eberspacher heating with 7 day timer
- New saloon upholstery and carpets throughout June 2012

EAST COAST: +44 (0)1522 567404

Hull colour - White

### PHANTOM 43 | 2003

£159,000 Ex Tax



- Stern thruster
- Rope cutters
- Holding tank
- Radar plotter

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

### PHANTOM 50 | 2001

£184,500 Ex Tax



- Air conditioning
- Radar plotter
- Washer dryer
- Bow and stern thruster

WALES: +44 (0)1758 703013

Hull colour - White

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**PHANTOM 50 | 2008**  
£349,950 VAT Paid



- Twin Volvo Penta D12 EVC-715hp diesel engines
- Air conditioning
- Full Mediterranean specification
- Generator

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

**SQUADRON 55 | 2001**  
£199,950 VAT Inc.



- Twin Volvo Penta TAMD122P 600hp diesels
- Bose surround system
- Bowthruster
- Hydraulic dinghy crane/passerelle

EAST COAST: +44 (0)1522 567404

Hull colour - White

**SQUADRON 55 | 2009**  
£480,000 Ex Tax



- Twin Volvo Penta D12 800 EDC
- Reverse cycle air-conditioning
- Stainless Steel Passerelle
- Raymarine ST37 Sat TV

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

**SQUADRON 55 | 2009**  
£499,000 VAT Paid



- Twin Volvo D12 800hp diesel engines
- Bow & stern thruster
- Generator - Cummings Onan
- Heating - Webasto

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

**SQUADRON 55 | 1999**  
£268,000 VAT Paid



- Twin Volvo Penta TAMD 122P EDC 610hp diesel shaft engines
- 11 KVA HFL Generator
- Hydraulic Passerelle
- Raymarine autopilot, dual stations

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

**SQUADRON 55 | 2008**  
£479,950 VAT Inc.



- Twin Volvo Penta D12 800hp diesels
- Bow & stern thrusters, air conditioning and tropical specification
- New Raymarine hybrid chart plotter, Raymarine satellite dome and autopilot
- New exterior upholstery

EAST COAST: +44 (0)1522 567404

Hull colour - White

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The new Trader 42 Signature is in build and launches spring 2016.



## TARQUIN 635



1995, 2 x GM DETROIT @730hp. Beautiful example of this powerful 4-cabin cruiser. Big beam, amazing living spaces, inc single level saloon/galley/pilothouse, all cabins ensuite. Texas hull great in the rough.

Universal Marina **NEW PRICE** £345,000

## TRADER 625



2001, 2 x CAT 3196 @660hp. Really lovely example of this gentleman's cruiser. Big beam and 4 cabins with 4 heads make her particularly roomy. Bright cherry wood interior and lots of recent refit work.

Universal Marina **NOW** £320,000

## TRADER 535 SIGNATURE



1998, 2 x CAT 3126 @420hp. One owner from new. Great condition, high spec and loads of upgrades, including hydraulic thrusters and the only stabilizer system fitted to any 535.

Portland **NOW** £239,950

## TRADER 54 SUNLINER



2003, 2 x CAT 3126B @450hp. Beautiful two cabin layout with huge living accommodation – casual saloon with galley and dinette forward. Amazing cruising spec including ABT thrusters and stabilizers and lots of upgrades.

Hayling Island **PRICE DROP** £285,000

## TRADER 475 SIGNATURE



1996, 2 x CAT 3208 @375hp. Beautiful boat with lots of custom features including extra long range tanks. Constantly updated and ready to go. Always a UK boat and in outstanding condition.

Gosport **REDUCED** £195,000

## TRADER 445 SIGNATURE



2002, 2 x VOLVO TAMD63L @370hp. Evolved from the much loved 41+2, this Signature adds a huge bathing platform to the classic 3-cabin layout. Two owners from new, big spec and in lovely condition.

Wales **NEW PRICE** £199,500

## TRADER 42 SIGNATURE



2008 2 x CUMMINS QSB5.9 @ 380hp. One owner from new and very low hours. Popular twin stateroom layout. Fully specified with generator, heating, Raymarine navigation suite. MBY five stars for Value, Build Quality and Accommodation!

Southampton **£320,000**

## TRADER 41+2 SUNDECK



1982, 2 x FORD @ 120hp. Much loved and masses of recent updating including new decking, canvas work and paint. Popular six berth layout. Meticulously maintained and ready to go.

Clyde **£84,495**

## TRADER 575 SIGNATURE



2004, 2 x YANMAR 500hp. Outstanding one owner boat with very low hours. Huge and beautifully finished accommodation. Full loaded with genset, air co, hydraulic bow thruster, stabilizers and all meticulously maintained. A great opportunity to head for the Med.

Alcudia, Mallorca **£360,000**



## TRADER 64 SUNLINER



2011, 2 x CAT C18 @ 1,000hp. Our finest owner/operator passagemaker. Amazing Castro designed hull, huge range and incredible spec. Stylish exterior matched by exquisite interior with four staterooms.

Ibiza **NOW** £1,100,000 ex Tax

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**FAIRLINE TARGA 52 - £269,950**



2005 - 2x Volvo D12 715hp - 3 cabins with forward double berth and ensuite, 2 twin berth cabins and separate toilet/ showers. Excellent spec which includes: generator, air con, leather, auto pilot, plotter, radar, sat TV, bow thruster, tender garage, wetbar with griddle, fridge and icemaker. Large open cockpit, superb 360 degree view from helm position which enhances the fantastic seakeeping qualities.

NYA STOCK - Fully prepared by our Service Centre

LYING NYA BRUNDALL - NYB1934 - P/EX POSSIBLE

**BROOM 39 2+2 - £169,950**



2004 - 2 x Yanmar 315hp Diesel Engines - Serviced 2014 - 4 berths by the means of 2 large and comfortable cabins complete with en-suites. Bowthruster, Warm air heating system, Raymarine RL80C, light oak finish lends a modern feel. One owner from new and lovingly maintained. A cruiser boasting exceptional living space and a social cockpit area.

LYING NYA BRUNDALL - NYB1889 - P/EX POSSIBLE

**AQUA-STAR 43 - £115,000**



1997, 2 x Caterpillar 350Hp diesel engines, 6 berths in 2 cabins, 2 x toilets & showers. Spec inc: generator, inverter, hot air heating, folding radar mast, windlass, hot water heating system, holding tank, shore power, battery charger and much more. The A-S 43 have a brilliant reputation for their sea keeping & superb build quality & finish throughout.

LYING NYA BRUNDALL - NYB1839 - P/EX POSSIBLE

**BROOM 33 - £79,950**



Twin Volvo Penta 200hp Diesel engines. 6 berths in 2 cabins plus saloon. Bowthruster, Inverter, Immersion heater, Radar, Warm air heating system. Folding windscreens. A superbly well cared for boat, timberwork, canopies, upholstery all in superb order. Probably the best available! Just reduced!

LYING NYA BRUNDALL - NYH1853 - P/EX POSSIBLE

**HAINES 42 ELEGANCE- £229,950**



Launched September 2012 - GRP luxury river cruiser. Very light usage and low engine hours. With a vast list of extras including: Generator, Washing machine, Bow and sternthruster, Inverter and much more! Ruby Tuesday is spotless and offers a rare opportunity to make a substantial saving on the list price.

VIEWING BY APPOINTMENT ONLY - NYB1372 - P/EX POSSIBLE

**HAINES 32 SEDAN - £149,950**



2013 - Single Nanni 43hp Diesel engine. 4 berths and 1 heads to holding tank and shower. Bowthruster, Sternthruster, Electric anchor winch, Hot air heating, Walnut hardwood and veneer finish. One owner from new with low running hours. Beat the order book for this nearly new boat! NYA Stock - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1932 - P/EX POSSIBLE

**FAIRLINE 50 - £89,950**



1988 - 2 x Volvo TAMD71A 357hp, 3 cabins (island double master cabin with ensuite) plus a crew cabin, 3 x toilets and showers, heating, radar, GPS, bow thruster, generator, 1000W inverter, Enormous accommodation with a spacious saloon - travel in style in this fantastic family cruiser!

LYING NYA BRUNDALL - NYB2012 - P/EX POSSIBLE

**SEALINE S28 - £49,950**



1998 - Single Volvo KAD42 230Hp diesel engine, 4 berths in 1 cabin and 1 toilet and shower. Hot air heating system, Bowthruster, radar/plotter, Electric anchor winch, VHF, folding radar arch. A supremely versatile cruiser, in excellent order throughout.

CONTACT NYA HORNING - NYB1184 - P/EX POSSIBLE

**HAINES 400 - £199,950**



HAINES 400 - 2011. Single Nanni Diesel T4 200hp. 6 berths via 2 spacious master cabins with island double berths and en-suites with a convertible saloon berth, bow and stern thruster, folding radar arch - perfect for the French Canals, 2kw inverter, hot water heating, large open saloon with sat-TV. Superior build quality from a renowned manufacturer. This CAT B cruiser offers long range cruising in comfort and style - perfect for all the family. NYA stock - fully prepared by our service centre.

LYING NYA BRUNDALL - NYB1941 - P/EX POSSIBLE

**WESTWOOD 38 - £139,950**



2007 (commissioned 2008), 1 x Yanmar 6LPA-STP 315hp diesel engine, 8 berths, 2 x electric toilets & showers. Cherry interior finish with a stunning blue hull. Massive spec including: bow & stern thrusters, 40 amp battery charger, generator, electric hob and oven, hot air heating, inverter, VHF and Lowrance GPS plotter! Couple this with a powered radar arch and a fully protected prop and you have a fantastic cruiser which is beautifully suited for the European canals, with the ability to get there under her own steam! Just been antifouled and hull polish ready for the new season.

LYING NYA BRUNDALL - NYB2031 - P/EX POSSIBLE

**SEALINE S34 - £89,950**



Built 2005, twin Volvo D4 210hp diesels, 6 berth accommodation, toilet and shower, well equipped galley. Very sociable cockpit area for entertaining fitted with cockpit fridge and sink. Shore power, heating, battery charger, Raymarine speed and depth LOG, Raymarine VHF, Raymarine C70 Chart Plotter. Hinged GRP radar arch. The S34 offers a level of performance and interior specification rarely found in a sports cruiser of its class.

LYING NYA HORNING - NYH2063 P/EX POSSIBLE

**OLVIC SUNCRUISER 35 FLYBRIDGE - £49,950**



1993, 2 x Thornycroft 210Hp diesel engines, benefitting from regular oil and filter change, 6 berths with an island double in the fwd cabin, bow thruster, hot air heating system, stainless steel davits, shore power, battery charger, folding radar arch, synthetic teak cockpit, new boat safety expires 2019, antifouled and anodes changed 2015. In tidy order throughout. Great accommodation space for the whole family!

CONTACT NYA BRUNDALL - REF: NYB1314 - P/EX





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INTERSHIP 1250, 1993, single Vetus 6BT 5.9L diesel engine, 5 berths in 2 cabins Dutch steel. Includes: Bow thruster, Stern thruster, 4Kva generator, Radar, Autopilot, GPS, Tridata, DSC VHF, Canopy and Bimini, Washing machine, Holding tanks. **£87,500**



NIMBUS 320 COUPE, 2001 build, 2002 model, Single Yanmar 4LT STE 230hp diesel engine, 6 berths in 2 cabins, cruiser. Includes: 240v shore support, Battery charger, Radar, Plotter, Autopilot, Speed log, Depth sounder, VHF radio, Bow thruster. **£77,995**



PRINCESS 360, 1994, Twin Volvo KAD 42, 4 berths in 2 cabins. Includes: Raytheon radar, Raytheon Auto pilot, Raytheon colour plotter, Raytheon GPS, Raytheon speed log, Raytheon depth sounder. All repeated on fly bridge. Yanmar generator, heating and air con, new Bi folding doors, carpets, Corian work tops and more. BSS till 2018. **£69,995**



SEALINE 365 SPORTSBRIDGE, 1991, twin Volvo KAD44 260hp, Diesel Engines, 7 berths in 3 cabins sports cruiser. Includes: Garmin radar/plotter/GPS/fishfinder, Stowe: speed log, depth sounder, Autohelm autopilot, Icon: VHF radio, reversing and engine bay CCTV cameras, bow thruster, heating, 240v shore support, battery charger, 2kw inverter. BSS until 06/2018. **£59,995**



BAYLINER 3055, 1998, 1999 model, twin Mercruiser 4.2 D-Tronic 225hp diesel engines, 6 berths in 3 cabins sports cruiser. Includes: GPS, VHF, 240v shore support, Battery charger, 4x new batts, Anodes, oil and filter change 2014. New fuel filters 2015. BSS 06/16. A great family boat.. **£46,995**



SPIRIT 3000, 1989, Twin Volvo AQ31 130hp Diesel engines, 8 berths in 2 cabins, Sports cruiser. Includes: 240v shore support, Battery charger, Speed log, Depth sounder, Compass, VHF, Engines and stern drives serviced 2015, new canopy 2013, Folding radar arch and BSS till 04/19. **£31,500**



FAIRLINE TARGA 27, 1989, Build No FB5655. New engine installation 2006. Single Volvo Penta 5.7L 320hp petrol engine sports cruiser. Includes: 240v shore support, New sterling battery charger, New cockpit upholstery, New canopy, well maintained boat. BSS till 12/17. **£19,450**



SEA RAY 230DA, 1994, single Mercruiser 5Lt 190hp Thunderbolt petrol engine, 4 berths in two cabins, Sports cruiser. Includes: 240v shore support, VHF radio, Fish finder, Plotter and BSS till 01/18. **£12,995**

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- » Custom Upholstery
- » Standstill to 20 knots in four seconds

EWV86



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- » 150 HP
- » White Sports Hull
- » Finance options available, Warranty & Aftercare
- » Part Exchange welcome

EWV1



**Williams Sportjet 460 (2015)**  
£34,795 VAT paid

Located: United Kingdom

- » 150 HP
- » 1 hour
- » 5 Passengers
- » 48 MPH

EWV1



**Williams Sportjet 520 (2015)**  
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- » 200 HP
- » 2 Hours
- » 6 Passengers
- » 52 MPH

EWV2



**Williams Turbojet 285 (2008)**  
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Located: Essex Marina, United Kingdom

- » 80 HP
- » 36 Hours
- » Sports Hull
- » Clear Title & Aftercare

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**Williams TurboJet 285 (2013)**  
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**FERRETTI 680 - 2003**  
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650.000 € ex tax



**FAIRLINE Squadron 65 - 2014**  
2 x 1150 HP CAT  
1.275.000 £ ex tax



**PRINCESS V58 - 2006**  
2 x 900 HP MAN  
400.000 € tax paid



**PRINCESS 50 - 2008**  
2 x 670 HP Volvo  
550.000 € tax paid



**CRANCHI Atlantique 50 - 2007**  
2 x 575 HP Volvo  
295.000 € tax paid



**AZIMUT 43 - 2011**  
2 x 480 HP Cummins  
400.000 € tax paid



**AZIMUT 42 - 1999**  
2 x 385 HP CAT  
130.000 € tax paid



**AZIMUT 40 - 2013**  
2 x 355 HP Cummins  
420.000 € tax paid



**FAIRLINE 36 Sedan**  
2 x 306 HP VOLVO  
55.000 € tax paid



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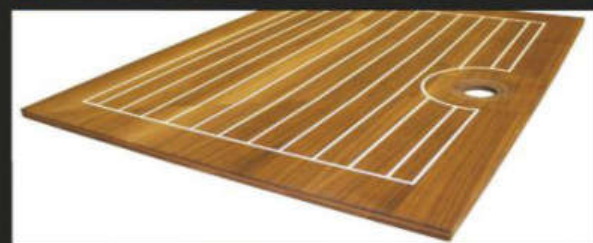
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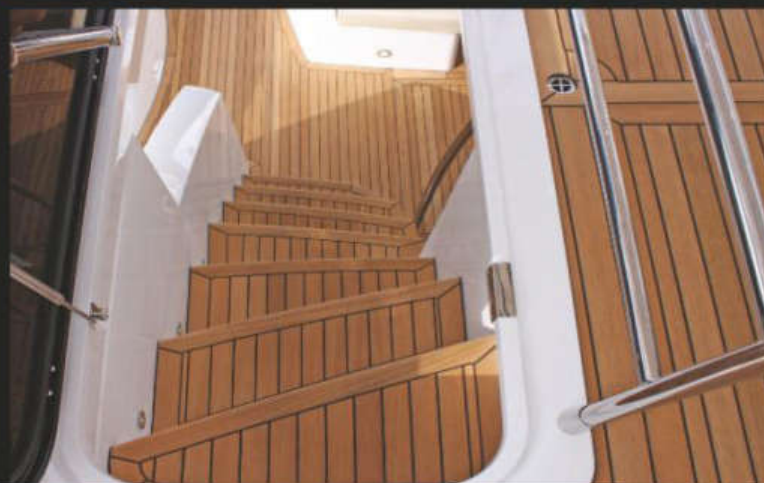
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# I'LL NEVER FORGET THE DAY... I was run over by a RIB

**MIKE ROTHERY:** *A carefree swimming and snorkelling excursion in friendly waters was cut short by a very close shave with a RIB and its propellers*

**M**y wife Mary and I were anchored up in Palma Nova, Mallorca. We were with some boating friends that we know from our home berth of Sant Carles Marina in Tarragona, Spain. After a few hours Mary and some of the other ladies decided to go snorkelling, so they headed off round the rocks to the south of the bay. A friend and I were happy chatting on the back of our Princess 67, *Jennywren*, but after a while we nipped over in a tender to join them.

On the way back I swam with the girls, while my mate climbed back in his tender and escorted us through the anchorage. One of the ladies had a 'Sub' swim buoy so we were all well marked and easily noticeable.

As we approached *Jennywren*, Mary and I decided to check her anchor, as it's easy to see in the clear water how well it's set. We were within 20 metres of our boat when suddenly, from nowhere, a big RIB was on us. Mary screamed, but it made no difference, it ran right over me! It will surely come as no surprise that it's absolutely terrifying to see the underside of a hull coming at you at speed.

I swim round *Jennywren* all the time so I'm used to pushing away from the hull as she swings on her anchor and I think subconsciously that is what I must have done in this instance, as the propellers came very close but just missed me. Thankfully, I was swimming with fins because as the boat forced me under, I automatically used them to keep away from the RIB's centreline and I saw the twin props turning in the water about 12 inches away from my face.

According to Mary, who was bobbing anxiously nearby, I was under the water for what seemed like an age but was really less than a minute before I popped out from under the stern of the RIB. However, just as I was safe, the RIB stopped and reversed its engines! The driver appeared to have finally seen me and was apparently coming back to see what was wrong.

Mary later gave me grief for the torrent of bad language that came out of my mouth when I saw him coming at me again. But the English driver didn't seem at all bothered, he just leant over the

**Jennywren moored among the boats in the busy anchorage of Palma Nova, Mallorca**



*It will surely come as no surprise that it's absolutely terrifying to see the underside of a hull coming at you at speed*

side of his RIB and declared that it was okay as he was an instructor.

He seemed to be trying to tell me off for being in the water, which made me even angrier! I told him in no uncertain terms to go away and swam back to my boat, understandably shaken.

Apologies to any quality trained instructors, but this incident just reiterates what I've often thought. Those who can't do – teach!

The instructor in this case really needs to go back to basic training. I've been driving RIBs at my sailing club for decades and we were always taught that when someone is in the water, the engine must be switched off. I still do this – even with our

tender. He was going too fast, shouldn't have been driving so close to anchored boats and should have cut his engine the moment he realised there was a problem. Reversing back towards the victim was a stupid thing to do.

Apparently there are around five fatalities a year in the Balearics as a result of motor boats hitting swimmers. I feel incredibly fortunate; I've been run over by a twin-engine boat and I've lived to tell the tale! This story could very easily have had a different outcome. **MSY**

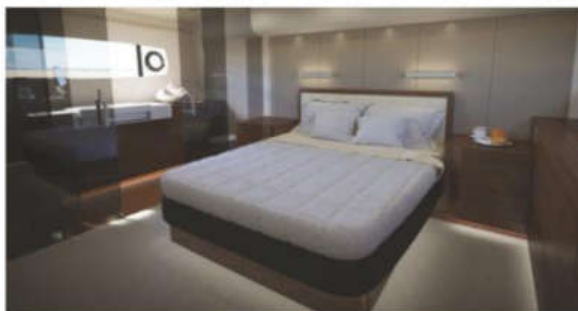
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